CONNAUGHT-WEST VICTORIA

AREA REDEVELOPMENT PLAN

DECEMBER 1983

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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CONNAUGHT/WEST VICTORIA AREA REDEVELOPMENT PLAN

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SUMMARY

RESIDENTIAL LAND USE

A high-rise, high density land use policy will apply throughout the residential areas of Connaught/West Victoria. The existing RM-7 land use district will continue, allowing 17 storey buildings.

Redevelopment guidelines and a density bonus for RM-7 areas are intended to increase the useability of at-grade amenity space and increase the amount of landscaping at-grade in new residential developments.

COMMERCIAL LAND USE

All commercial strips (outside the Stampede L.R.T. Station Area) continue under existing land use policies with the exception of 17th Avenue and 1st Street S.W., where regional pedestrian policies will apply. 17th Avenue between 14th Street S.W. and 4th Street S.W. is assigned the C-3(23) land use district. The remainder of 17th Avenue and all of 1st Street S.W. are assigned C-3.

Guidelines for 17th Avenue and 1st Street S.W. redevelopments are intended to reinforce the pedestrian character of these commercial strips.

Commercial land use possibilities have been expanded to include the north side of 16th Avenue between 8th and 9th Streets. Retail uses are considered appropriate at-grade in combination with RM-7 type development above.

OTHER LAND USES

Commercial Conversions

A new policy is included which allows land use flexibility for properties which are undevelopable under RM-7. The policy permits the conversion of certain buildings from residential to office commercial use.

Stampede L.R.T. Station Area

The policies of the A.R.P. reflect the intent of the L.R.T. South Corridor Land Use Study. The appropriate land use districts will be assigned following a decision by Council on new L.R.T. land use districts.

PUBLIC PARK SYSTEM

All existing parks will remain, with the exception of the city-owned property on 16th Avenue between 8th and 9th Streets. The Plan recommends that a portion of 6th Street be closed for park space and that the Planning and Parks/ Recreation Departments select suitable sites for land acquisition for parks after an open space and needs analysis is undertaken.

TRANSPORTATION

Parking

To increase the availability of parking on 17th Avenue the following is proposed:

- Angle parking on the commercially designated portions of selected side streets (subject to approval of concept).
- Municipally controlled short-term public parking.
- Public access to a portion of parking in new developments during non-office hours.

PUBLIC IMPROVEMENTS

A public improvements program is proposed to foster a comfortable and attractive street character, oriented to the pedestrian, within the public right-of-way.

Design Elements

These design elements for 17th Avenue and 1st Street are recommended:

a) removal of overhead powerlines;

b) sidewalk reconstruction with the use of a brick edge treatment;

c) street trees;

d) street furniture (benches, planters, bus shelters, litter bins, billboards, phone booths and kiosks);

e) pedestrian scale light standards;

f) pedestrian crosswalks.

Funding

- A 50/50 cost sharing agreement between the City and affected property owners is proposed.
- The cost of these improvements will be amortized over a 15 year period.

Similar improvements, on a more limited scale, are recommended for 4th, 5th and 8th Streets.

PREFACE

AREA REDEVELOPMENT PLANS (A.R.P.s) are statutory planning documents for communities within the City and should be considered in combination with other plans, by-laws and policy documents. A.R.P.s are intended to supplement the Land Use By-law by providing directions within which the discretion of the Approving Authority should be exercised in a particular community. Land Use By-law designations apply uniformly throughout the City. This Plan is intended to provide a community orientation to the district uses and rules.

The time span of the Connaught/West Victoria A.R.P. is ten to fifteen years. However, an evaluation of the effectiveness of the Plan in meeting its objectives should be undertaken within five years of the Plan's approval.

1. AREA REDEVELOPMENT PLAN BOUNDARIES

The study area boundaries for the Connaught/West Victoria A.R.P. are:

North: 12 Avenue S.
South: 17 Avenue S.
East: 1 Street S.E.
West: 14 Street S.W.

The A.R.P. covers a total of 57 city blocks, or 105.6 gross hectares (261 gross acres).

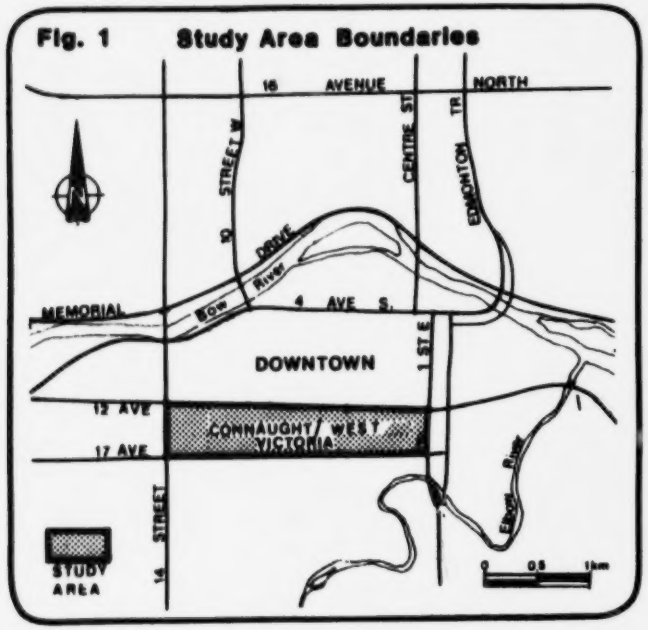
2. GOALS

The goals of the Connaught/West Victoria A.R.P. are:

a. To accommodate increased residential densities, in a high rise, high density form, in the Inner City adjacent to the Downtown Core.

b. To accommodate commercial development in selected areas.

Fig. 1 Study Area Boundaries



c. To provide a development strategy within which both the private and public sectors can contribute to the creation of an attractive and functional environment for shopping, working and living.

d. To implement City Council approved planning policies as they apply to Connaught/West Victoria.

e. To resolve local planning issues identified through the public participation process.

f. To improve the social and physical environment within the community.

3. RESIDENTIAL LAND USE

3.1 OBJECTIVES

Residential land use policies recommended are based on the following objectives:

a. To increase the efficient use of land by maintaining the area as the highest density residential community in the City.

b. To provide for the accommodation of a high proportion of adult-oriented dwelling units.

c. To increase the usability of on-site amenity area.

3.2 RESIDENTIAL LAND USE POLICIES

3.2.1 Context

Connaught/West Victoria is the largest high density residential community in Calgary. Located adjacent to the southern boundary of the downtown core, the community contains some of the city's highest density new apartment buildings. Residual pockets of the older residential community still exist. These pockets contain lower density, older apartment buildings and turn of the century single family dwellings. Some older buildings are in poor condition - others are in good condition. A select number of buildings have potential heritage value.

3.2.2 Policy

o **Residential High Density Community**

A high density residential land use policy will apply throughout the residential areas of Connaught/West Victoria. The community should continue to function as a high-rise multi-dwelling district, for adults, which permits high density apartments oriented to convenient access to the Downtown Core.

This policy is intended to re-affirm Connaught/West Victoria as a high density residential community and to limit commercial uses to existing commercial strips. The conversion of residential land uses to commercial land uses, should be discouraged except where allowed by the 'Commercial Conversion' policy, Section 5.1.

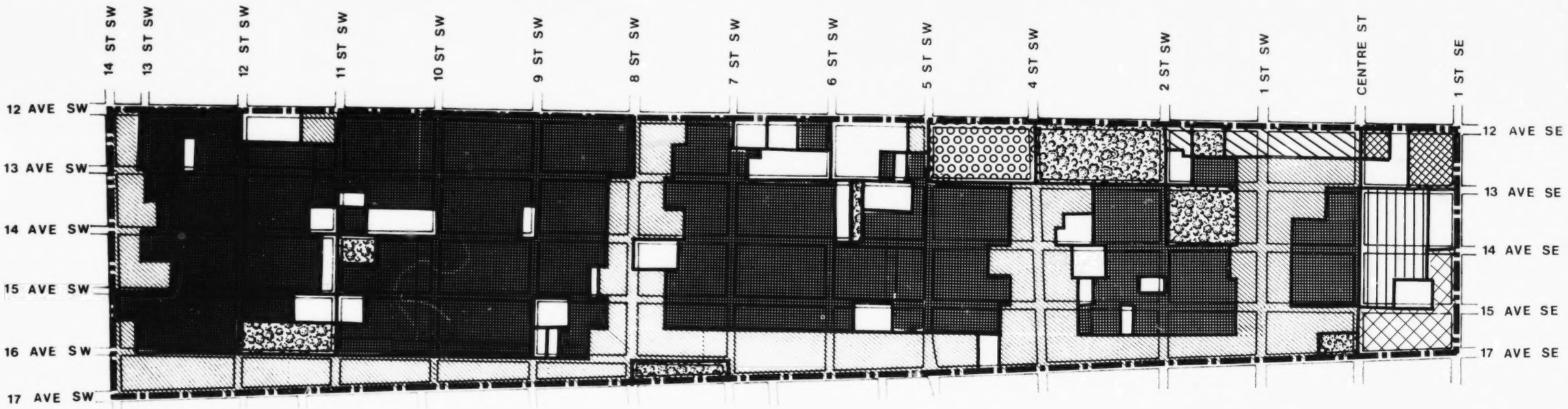


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Fig. 2

100m 0 300'

N

LAND USE POLICIES

- High Density Residential
- Central Business Commercial
- General Commercial
- Direct Control
- Public Park, School & Recreation District
- Public Service District
- Transit Related High Density Commercial-Residential Bonus.
- Transit Related High Density Residential.
- Transit Related Medium Density Commercial-Residential Bonus.

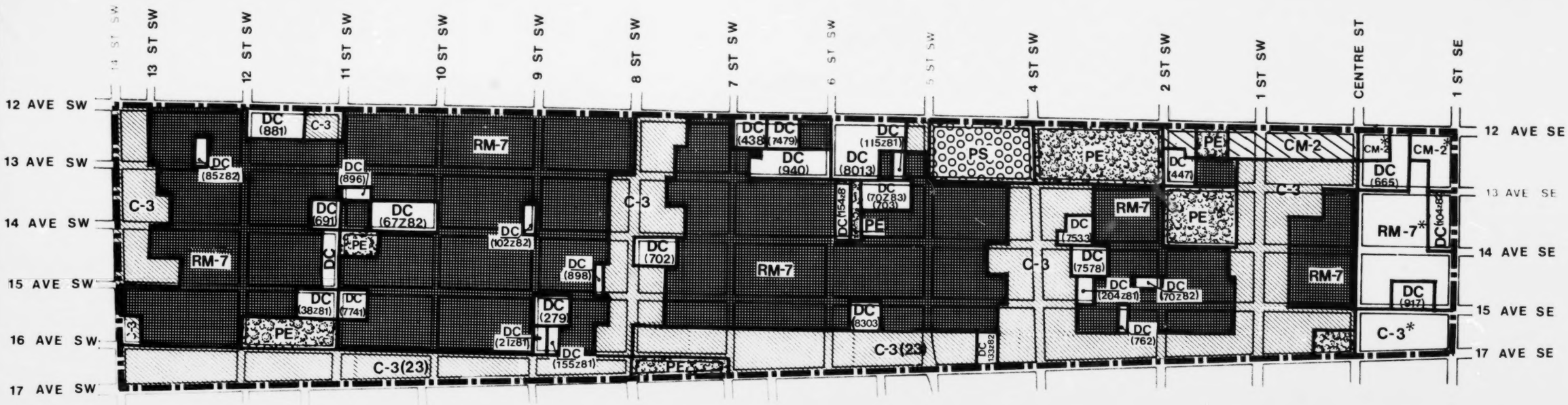

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Fig. 3

100m 0 300'

N

LAND USE DISTRICTS

- RM-7
- C-3/C-3(23)
- CM-2
- PS
- PE
- DC
- * Appropriate districts to be assigned, prior to 3rd Reading pending Council decision re: L.R.T. Districts.

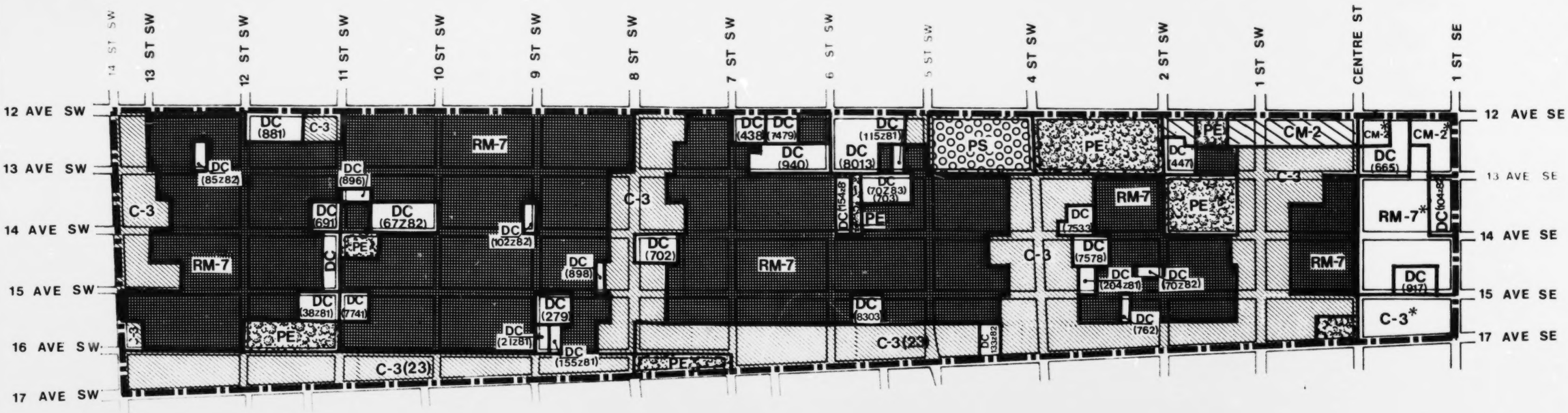

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Fig. 3

100 m 0 300'

N

LAND USE DISTRICTS

RM-7
C-3/C-3(23)
CM-2
PS

PE
DC
*
Appropriate districts to be assigned, prior to 3rd Reading pending Council decision re: L.R.T. Districts.

- **Residential Density Bonus**

  Certain properties will be eligible for increased residential density. The intent of the residential density bonus policy is to increase the amount of useable outdoor amenity space on large development sites.

3.2.3 **Land Use District**

The residential land use district which best reflects the high density residential land use policy is RM-7.

3.2.4 **Implementation**

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications.

1. **Landscaping**

To ensure attractive streeetscapes:

- the retention of existing mature vegetation on site, particularly when located in front yards, is encouraged;
- the screening of surface parking areas from view along the street which does not obstruct visual surveillance and includes lighting is encouraged.

2. **Front Yard Amenity Space**

- To make front yard setback areas more useable: the provision of an outdoor seating amenity space within the landscaped areas and in the general vicinity of the main entrance to the building is encouraged whenever possible; such space will be designed with seating, suitable lighting and landscaping for shade and wind protection.
- The extension of paving areas across the boulevard to the street curb, for use as a passenger drop-off area, is encouraged whenever possible.

3. **Density Bonus**

To provide a landscaped area to accommodate passive activities and to provide visual relief, for the benefit of residents in new residential development and for the general community, a density bonus may be considered. The bonus granted may be up to 13.75% above the density, as determined by the site size, specified under the RM-7 land use designation. Density should not exceed in the order of 450 units per hectare (182 units per acre) when incorporating the density bonus. Relaxation of: the maximum height, up to in the order of 20 storeys; and density permitted by the RM-7 land use district, may be considered by the Approving Authority. The following conditions must be met for density bonus consideration:

- 1600 m^2 minimum site size.
- Landscaped area to be a minimum 50% of the site area plus all adjoining City boulevards.

- Provision of a minimum 15 m x 39 m consolidated landscaped area (calculated as part of the 50% landscaping requirement), excluding any areas for vehicular access or parking.

- Consolidated landscaped area should be located to the front and/or side of the building.

- Consolidated landscaped area should be located totally at-grade with a minimum of one half the area to be provided with vegetation (i.e. grass, trees, shrubs).

4. Parking

- To increase pedestrian safety by minimizing the volume of vehicular traffic crossing sidewalks, all parking access should be via the lane, where possible.

- To minimize on-street parking congestion .15 visitor parking spaces per dwelling unit should be provided in new residential developments; such parking may be counted as part of the normal parking requirement.

- Visitor parking should be easily located by using appropriate signage or other means.

4. COMMERCIAL LAND USE

4.1 OBJECTIVES

Commercial land use policies are based on the following objectives:

1. To define the extent of the local or regional nature of the commercial area and its pedestrian or vehicular orientation.

2. To recommend commercial development intensities and building forms which will be compatible with adjacent residential areas.

3. To enhance the commercial environment by promoting good private development and undertaking selected public improvements.

4.2 COMMERCIAL POLICIES, LAND USE DISTRICTS AND IMPLEMENTATION

4.2.1 17th Avenue

Objectives

Land use policies for 17th Avenue are based on the following objectives:

1. To emphasize the regional pedestrian shopping street character of 17th Avenue, while recognizing its major road status.

2. To provide for commercial development on 17th Avenue at a density which reflects the carrying capacity of the transportation system.

3. To provide for a building profile which complements the pedestrian oriented character of 17th Avenue, and allows sunlight penetration to north sidewalks and public open spaces.

4. To encourage development which reflects 17th Avenue's role as a transition between the high density residential district of Connaught/West Victoria to the north, and the medium and low density districts of Lower Mount Royal, Cliff Bungalow and Mission to the south.

5. To ensure the provision of adequate parking facilities in all new developments.

Context

17th Avenue is a shopping street with a vitality and urban character unique in Calgary. While best known for its independent retail shops and restaurants, 17th Avenue is also characterized by an assortment of contemporary office buildings, most with retail uses at-grade. The Avenue is also interspersed with concentrations of older commercial and residential buildings, many of which have been renovated. 17th Avenue attracts people from all over the City to sample its unique restaurants and shops or "people watch" in Tompkin's Park.

In addition to its shopping street function, 17th Avenue plays an important role as a major link in the City's transportation system.

Policy

A Regional Pedestrian Oriented Commercial Strip Policy applies to 17th Avenue. 17th Avenue will continue to function as a commercial strip of City-wide importance, oriented to pedestrians.

This policy permits general commercial development in the medium density range. Continuous at-grade retail frontage is encouraged in a mid-rise building form. 17th Avenue's shopping street character will be enhanced through improvements to the Avenue's public environment.

These land use policies for 17th Avenue are intended to minimize the impact of commercial development on adjacent residential areas, and reflect the transportation system's capacity constraints.

Land Use District

The commercial land use districts which best reflect the land use policy for 17th Avenue is C-3 (23) from 14th Street S.W. to 4th Street W. and C-3 from 4th Street W. to Centre Street.

Implementation

To reflect the intent of the 17th Avenue land use policies, the following guidelines are to be considered by the Approving Authority in the review of discretionary development applications.

1. **Land Uses**

   Auto oriented uses which normally involve extensive front yard parking and access should be limited. Examples of such uses include autobody and paint shops, automotive services, automotive specialties, drive-in businesses and motels. However, these uses may be considerd appropriate if there is no front yard vehicular access or parking, and the form of development contributes to the pedestrian concept for 17th Avenue.

2. **Pedestrian Shopping Street Elements**

To reinforce the pedestrian shopping street character of 17th Avenue, new developments should:

a) be designed to accommodate continuous retail frontage at-grade with land uses such as: retail shops, restaurants, and personal service businesses.

b) be designed at-grade to incorporate store front windows with clear glazing, a high degree of wall face detail and individual store front access.

c) include design features which will provide weather protection for pedestrians, such as arcades and canopies.

3. **Landscaping**

The landscaping of the 5.2 m by-lawed setback on 17th Avenue, including any site furniture, should complement the public improvements proposed for 17th Avenue (see Section 8.1).

4. **Parking**

a) To reduce on-street parking congestion and ensure the Avenue's function as a traffic artery, new developments should provide public access to a percentage of available parking in commercial buildings during non-office hours.

b) To assure continuous retail frontage and provide for pedestrian safety, parking should be accessed via the lane to the north of 17th Avenue or from adjacent side streets.

c) To limit negative visual impacts on adjacent residential areas, parking should be located underground wherever possible.

d) To encourage the re-use of older buildings which lend character to 17th Avenue, the parking requirements of Land Use By-law 2P80 may be relaxed for the renovation of structures less than 300 m^2 in size, or for structures on the Potential Heritage list.

4.2.2 **1st Street West**

Context

1st Street West is characterized by the predominance of older, low rise commercial buildings. Many of these structures have been renovated and the street has evolved into one of the City's most popular 'restaurant rows'. The street also functions as one of the main entrances into the downtown core for pedestrians and vehicular traffic.

Policy

The land use policy for 1st Street S.W. is similar to 17th Avenue. Policies reflect the regional pedestrian oriented strip designation and recognize the Street's commercial role as having City-wide importance.

The intent within this general commercial area is to provide for a wide range of goods and services in high rise, high density buildings, with a specific emphasis on pedestrian orientation at-grade. New development should be designed to conform with the sunlight performance standard intended to allow sunlight to fall on public pedestrian areas.

Land Use District

The land use district is C-3 on 1st Street. This district will allow compatibility with adjacent residential high rises and flexibility in development on the street while achieving sunlight performance standards. A maximum density of 3.0 F.A.R. is possible.

Implementation

The following redevelopment guidelines are to be considered by the Approving Authority in the review of discretionary development applications.

1. **Land Uses**

   Auto oriented uses which normally involve extensive front yard parking and access should be limited. Examples of such uses include auto body and paint shops, automotive services, automotive specialties, drive-in businesses and motels. However, these uses may be considered appropriate if there is no front yard vehicular access or parking, and the form of development contributes to the pedestrian concept for 1st Street.

2. **Pedestrian Shopping Street Elements**

   To reinforce the pedestrian shopping street character of 1st Street, new developments should:

   a) be designed to accommodate continuous retail frontage at-grade with land uses such as; retail shops, restaurants, and personal service businesses.

   b) be designed at-grade to incorporate store front windows with clear glazing, a high degree of wall face detail and individual store front access.

   c) include design features which will provide weather protection for pedestrians, such as arcades and canopies.

   d) allow sunlight to fall on sidewalks opposite the development on 1st Street between 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21 to September 21.

3. **Landscaping**

In order to increase the attractiveness of the streetscape, the Approving Authority should encourage the landscaping of areas within the by-lawed setback. The landscaping and site furniture should be designed to complement the public improvements proposed for 1st Street.

4.2.3 4th Street

Context

4th Street is characterized by a predominance of lower density, older office commercial buildings and a small number of residential structures. Central Memorial Park and the Colonel Belcher Hospital create a visual focal point at 12th Avenue. 4th Street also functions as a major entrance to the downtown core for pedestrians and vehicular traffic.

Policy

The intent within these general commercial areas is to provide for a wide range of goods and services in high rise, high density buildings with primarily an automobile orientation.

Land Use District

The land use district is C-3 on these streets. The intent of this district is to encourage development which will be compatible with adjacent high rise, high density residential developments. A maximum density of 3.0 F.A.R. is possible.

Implementation

Developments on 4th Street should have hard and/or soft landscaping in the setback area which is pedestrian-related and compatible with the City's Public Improvements in the public right-of-way.

4.2.4 8th Street

Context

A number of new high density commercial office buildings are located on 8th Street. Low density commercial buildings are common place in combination with gas stations and convenience local commercial uses. Dr. Carl Safran School's playground provides visual open space at 12th Avenue. 8th Street also functions as a major entrance into the downtown core for pedestrians and vehicular traffic.

Policy

The intent within these general commercial areas is to provide for a wide range of goods and services in high rise, high density buildings with primarily an automobile orientation.

Land Use District

The land use district is C-3 on these streets. The intent of this district is to encourage development which will be compatible with adjacent high rise, high density residential developments. A maximum density of 3.0 F.A.R. is possible.

Implementation

Developments on 8th Street should have hard and/or soft landscaping in the setback area which is pedestrian-related and compatible with the City's Public Improvements in the public right-of-way.

4.2.5 14th Street

Context

14th Street supports a number of retail businesses in low density commercial buildings. Two automobile-oriented fast food outlets are located on the street. Multi-dwelling residential use forms a minor element of the street's character. 14th Street functions as a major road for cross-town vehicular traffic.

Policy

The intent within these general commercial areas is to provide for a wide range of goods and services in high rise, high density buildings with primarily an automobile orientation.

Land Use District

The land use district is C-3 on these streets. The intent of this district is to encourage development which will be compatible with adjacent high rise, high density residential developments. A maximum density of 3.0 F.A.R. is possible.

4.2.6 12th Avenue (2nd Street W. - Centre Street)

Context

This two block strip is composed of a mixture of recent high density development (a hotel and high rise apartment) adjacent to old commercial buildings and a few old single family dwellings. The old YWCA building, a provincially designated historic site, is located here.

Policy

The intent within this commercial area is to provide for a maximum range of commercial uses at high densities.

Land Use District

The land use district is CM-2 on properties between 2nd Street W. and Centre Street. A maximum density of 8 F.A.R. is possible under the CM-2 district.

Implementation

Although no height guideline exists for this district, new developments should be compatible in height with adjacent commercial and residential areas to the south.

5. OTHER LAND USES

5.1 COMMERCIAL CONVERSIONS

Context

Older single family dwellings still exist amidst newer high density apartment buildings in the community. These houses are remnants of the original residential community. Because of the architectural elements common to the period of construction, many of the remaining houses lend interesting character to the community. Recently, there has been demand to convert some houses into office uses.

Policy

A "Commercial Conversion" is defined as the renovation or rehabilitation of certain residential structures, in existing RM-7 Districts, for office commercial use. The intent of this policy is to permit land use flexibility of structures on land which is undevelopable for high density residential use.

Land Use District

Land use redesignations and amendment to the A.R.P. will be required. This amendment should take the form of a D.C. application which adds office use to the existing RM-7 district. These should be initiated by private property owners and subsequently evaluated on each project's merit.

Criteria

The following criteria should be used in determining site suitability for "commercial conversions":

- o residential structure is on City of Calgary Potential Heritage Sites list, or, all the following criteria must be met:
- o existing residential structure is a single detached, duplex or semi-detached dwelling;
- o lot frontage does not exceed 15.2 m (50 feet) and site is "locked in" (i.e. situated between two higher density buildings not likely to redevelop in the near future); and
- o proposed office use must not generate an inordinate amount of traffic (therefore medical/dental offices should not be allowed).

Implementation

To minimize the impact of commercial uses in residential areas and to maintain a residential appearance:

- o The existing structure is to be retained;
- o 1.0 parking space per 46 m^2 of net floor area (including basement) is to be provided on site (or portion provided off-site);
- o Parking is to be provided at rear of site only (not in front yard);
- o Front yard landscaping should be of a character typical for a residential area;
- o The location, size and quality of signage should not detract from the overall residential character of the building.

5.2 STAMPEDE L.R.T. STATION AREA

No appropriate districts exist which represent transit related land use policies. New land use districts will be assigned once approved by City Council. Until the appropriate land use districts

are identified, the existing land use districts will continue. The following policies, approved in the L.R.T. South Corridor Land Use Study, are to be considered as a guideline by the Approving Authority when reviewing land use amendment or development permit applications.

5.2.1 12th Avenue (Centre Street - 1st Street E.) Policy

The intent of land use policies within this area is to allow for the potential development of high density commercial, high density residential or high density mixed uses. Density bonuses may be considered for developments orientated to access by the Stampede L.R.T. Station.

LAND USE	BASE DENSITY	MAX. DENSITY WITH BONUS SYSTEM	MAX. HT.
Commercial	4.0 F.A.R.	5.0 F.A.R.	46 m
Residential	4.0 F.A.R.	8.0 F.A.R.	46 m
Mixed Use	4.0 F.A.R.	8.0 F.A.R.	46 m

The maximum building height possible is 46 m. Maximum density varies according to land use and the incorporation of the Bonus System. The maximum commercial development density is 4.0 F.A.R., or 5.0 F.A.R. if the Bonus System is applied. If development is totally residential, the maximum density is 4.0 F.A.R. or up to 8.0 F.A.R. if the Bonus System is used. For mixed use developments with a significant residential component, 4.0 F.A.R. is the maximum density with up to 8.0 F.A.R. possible if the Bonus System is used.

Refer to the L.R.T. South Corridor Land Use Study (1980) for Bonus System details.

5.2.2 17th Avenue (Centre Street - 1st Street E.) Policy and 1st Street E. (13th Avenue - 15th Avenue) Policy

The intent within this L.R.T. related medium density commercial area is to provide a wide range of goods and services and to allow a residential bonus in a high rise building, with orientation to access by the Stampede L.R.T. Station.

LAND USE	BASE DENSITY	MAX. DENSITY WITH BONUS SYSTEM	MAX. HT.
Commercial	2.0 F.A.R.	Not Applicable	46 m
Residential	2.0 F.A.R.	4.0 F.A.R.	46 m
Mixed Use	2.0 F.A.R.	4.0 F.A.R.	46 m

Maximum building height possible is 46 m. The depth of typical development sites is 46 m. The maximum density possible varies according to land use and application of the Bonus System. Commercial developments are limited to a maximum 2.0 F.A.R. Exclusively residential buildings are permitted a maximum density of 2.0 F.A.R., or 4.0 F.A.R. if the Bonus System is used. Mixed use developments incorporating a significant residential component may achieve 2.0 F.A.R., or 4.0 F.A.R. if the Bonus System is used. Pedestrian connections over 1st Street E. are encouraged.

Refer to the L.R.T. South Corridor Land Use Study (1980) for Bonus System details.

5.2.3 South 13th, 14th and North Side 15th Avenue (East of Centre Street)

The intent within this district is to provide a high density residential area with orientation to Stampede L.R.T. Station.

Maximum building height possible is 46 m. Maximum density is 210 units/ hectare (85 u.p.a.) or, if the Bonus System is applied 321-395 units/hectare (130-160 u.p.a.), depending on lot size.

Refer to the L.R.T. South Corridor Land Use Study (1980) for Bonus System details.

5.3 RETAIL/RESIDENTIAL MIXED USE North Side - 16th Avenue (8th Street W. - 9th Street W.) Policy

Context

Existing development on this small block face is fragmented and contains two low density, walk-up apartments, two old single family dwellings in surface parking and a city-owned lot. The block is adjacent to 17th Avenue's prime retail core.

Policy

The intent within this area is to permit future retail uses to occur at-grade, while maintaining a predominantly high rise, high density residential character.

Land Use District

The existing RM-7 or D.C. districts will apply until such time that landowners seeking to develop retail/residential mixed use projects make application for land use redesignation to D.C. (Direct Control) and a respective A.R.P. amendment to allow retail at-grade.

RM-7 guidelines should generally apply, except no front yard or side yards will be required in order to allow continuous retail frontage. The provision of landscaping will be negotiated at the time of application. A maximum 46 m height is appropriate.

Implementation

The following redevelopment guidelines should be considered by the Approving Authority in the review of discretionary development applications.

1. **Pedestrian Shopping Street Elements**

To reinforce the pedestrian shopping street character, new developments should:

a) be designed to accommodate pedestrian oriented land uses at-grade. Examples of such uses include retail shops, restaurants and personal service businesses.

b)
- be designed with storefront windows, clear glazing and a high degree of wall face detail at-grade.
- have direct at-grade access from the street to individual store fronts.

c) should not permit auto oriented uses.

d) have design features which increase pedestrian comfort, such as arcades or canopies.

2. **Parking**

In order to reduce on-street parking congestion, new developments should provide public access to a percentage of available parking in commercial buildings during non-office hours.

5.4 Institutional Uses

Colonel Belcher Memorial Hospital will retain the existing P.S. (Public Service Designation). The old YWCA Building, 223 - 12 Avenue S.W. has been designated as a Provincial Historic Resource and will be designated P.E. (Public Park, School and Recreation District).

5.5 D.C. (Direct Control) Districts

The land use designation is DC for the following sites:

DC 703 - Senior citizens' apartment

DC 762 - Professional office

DC 881 - Mixed retail and apartment

DC 896 - Commercial offices in existing structure

DC 898 - Office

DC 917 - Senior Citizen's apartment

DC 940 - Apartment and private club

DC 7479 - Apartment with commercial at-grade

DC 7533 - Apartment

DC 7578 - Apartment

DC 7741 - Office in existing structure

DC 8013 - Apartment and townhousing

DC 7533 - Apartment

DC 21Z81 - Restaurant and parking

DC 38Z81 - Mixed residential/commercial and restaurant

DC 115Z81 - Apartment

DC 154Z81 - Apartment and public interior space

DC 155Z81 - Surface parking

DC 204Z81 - Professional office in existing structure

DC 67Z82 - Apartment

DC 70Z82 - Professional Offices

DC 85Z82 - Professional Offices

DC 102Z82 - Professional Offices

DC 104Z82 - Mixed residential - commercial

DC 133Z82 - Commercial

DC 25Z83 - Office commercial

DC 69Z83 - Apartment with local commercial at-grade

6.0 PUBLIC PARK SYSTEM AND SCHOOLS

6.1 OBJECTIVES

1. To increase the amount of public park and amenity space in the community.

2. To increase the accessibility of park space to the public.

3. To increase the use of existing public land resources for recreation purposes.

6.2 PUBLIC PARK SYSTEM

It is recognized that the acquisition of land in the study area is costly and prohibits extensive land assembly by the City for parks purposes. The intent of the public park system policy is to maximize the use of existing land resources already in public ownership in conjunction with recommendations for limited land acquisitions.

The following parks are assigned the P.E. (Public Park, School and Recreation) land use district:

1. Haultain School

This school site has been designated as a Provincial Historic Resource. The School site is assigned the PS; the adjacent park is assigned the P.E. land use district.

2. 16th Avenue Park (between 11 & 12 Street)

This parcel of publicly owned land is presently the location of a park and the Calgary Lawn Bowling Club. The re-design of the eastern section of this park will be determined by a needs analysis.

3. Tompkins Park (8 Street and 17th Avenue)

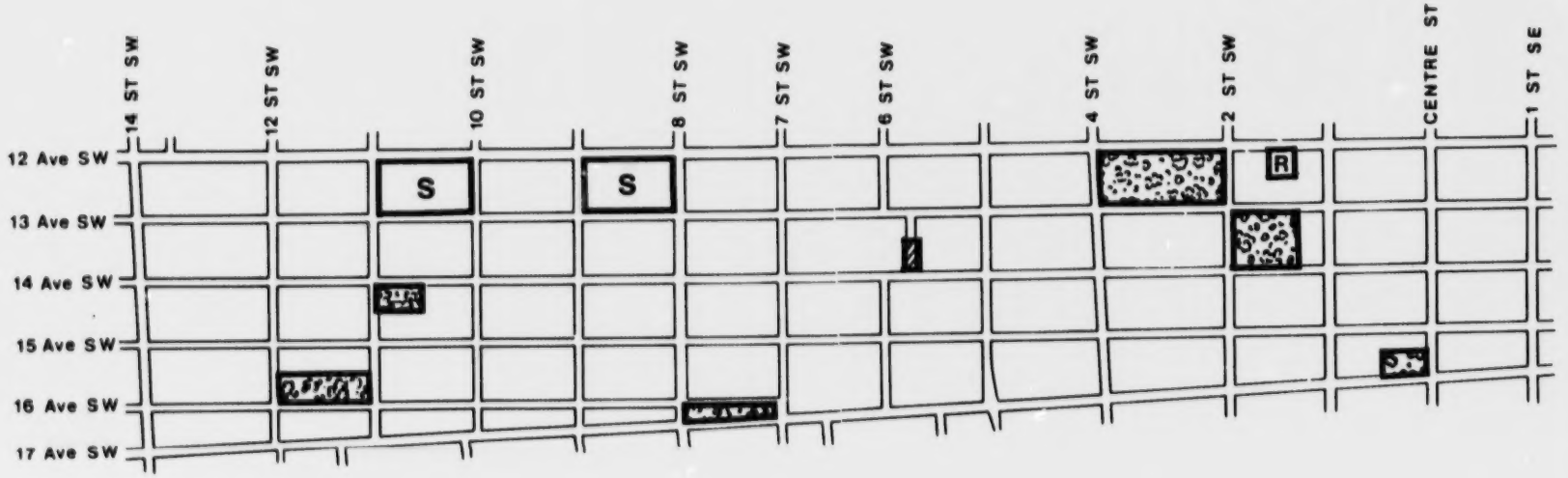
Parks/Recreation Department will highlight existing features of this park. The creation of a central focus and additional seating and landscaping will be considered to enhance this park.

4. Humpy Hollow Park (Centre Street and 17th Avenue)

Review of the park's design will be undertaken. The review will consult with adjacent property owners and the original sponsor group during the analysis of community needs.

5. Park (14 Avenue and 11 Street)

The use of this park will be reviewed during an analysis of community open space needs.



THE CITY OF CALGARY
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CONNAUGHT/ WEST VICTORIA ARP

Fig. 4

100m 0 300'

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PARKS, SCHOOLS AND RECREATION FACILITIES

S Existing School Site

R Existing Recreation Facility

Existing Park

Proposed Park

JULY 1983

6. 6 Street Park (between 13 and 14 Avenue)

A decorative park will be developed to serve nearby residential redevelopments. The roadway on 6th Street S.W. between 13 and 14th Avenue will be closed for Park Development. The possibility of visually incorporating private landscaped areas with the .17 ha (.42 acre) 6th Street park will be discussed with adjacent property owners.

7. Lougheed House

The possibility of integrating the open space component for this site with the community open space system shall be investigated during a comprehensive park plan for the community.

6.2.1 Land Acquisition For Parks

Land shall be purchased, on an opportunity basis, in the vicinity of the Beltline Recreation Centre to permit more comprehensive use of this facility. The acquired property or properties should allow integration of the parks at Haultain School and Central Park. Land for park space, located close to the higher residential densities, shall be acquired on an opportunity basis.

6.2.2 City-Owned Land

16 Avenue between 8 and 9 Street

This site will be used for public parking on a temporary basis only, to relieve parking congestion on 16th Avenue.

This property, currently being used as a tot lot, shall be released for sale after parking improvements on 16th Avenue are completed. A similar amount of land shall be purchased for open space purposes, in a more central location in the community, on an opportunity basis.

6.3 SCHOOLS

Connaught School and Dr. Carl Safran School both have the potential to relieve the deficiency of open space in the community. During an open space and recreational needs analyses, the Calgary Board of Education will be approached to determine the possibility of the development of a portion of school yards for public use.

6.4 IMPLEMENTATION

It is recommended that:

1. The Parks/Recreation Department conduct an open space and recreational needs analysis of the community including:

- o Tompkins Park and Humpy Hollow Park, and apply to Council to implement these plans.

  Priority: High due to the Parks' location on the 17th Avenue Pedestrian Strip.

  Time Frame: 1983-1984

- o 16th Avenue Park (between 11th and 12th Streets) and 6th Street Park (between 13th and 14th Avenues)

  Priority: longer term.

  Time Frame: 1983-1987

2. The Parks/Recreation Department, jointly with the Planning Department, select suitable sites for land acquisition for parks purposes.

   Priority: longer term.

   Time Frame: 1983-1987

3. The Planning and Parks/Recreation Departments enter into discussion with the Calgary Board of Education to pursue the development of public amenities on the Dr. Carl Safran and Connaught School Sites.

   Priority: longer term.

   Time Frame: 1983-1987

7. TRANSPORTATION

7.1 Objectives

1. To increase short-term public parking in the 17th Avenue corridor.

2. To reduce, in selected residential areas, on street parking congestion generated by retail areas.

3. To provide a satisfactory level of mobility to the 17th Avenue area and to the South Downtown area as a whole.

7.2 Street Designations

Streets within the community should retain their present designations as follows:

Major roads

17th Avenue S.
12th Avenue S.
14th Street W.
8th Street W.
5th Street W.
4th Street W.
1st Street E.

Collector Roads

1st Street W.
2nd Street W.

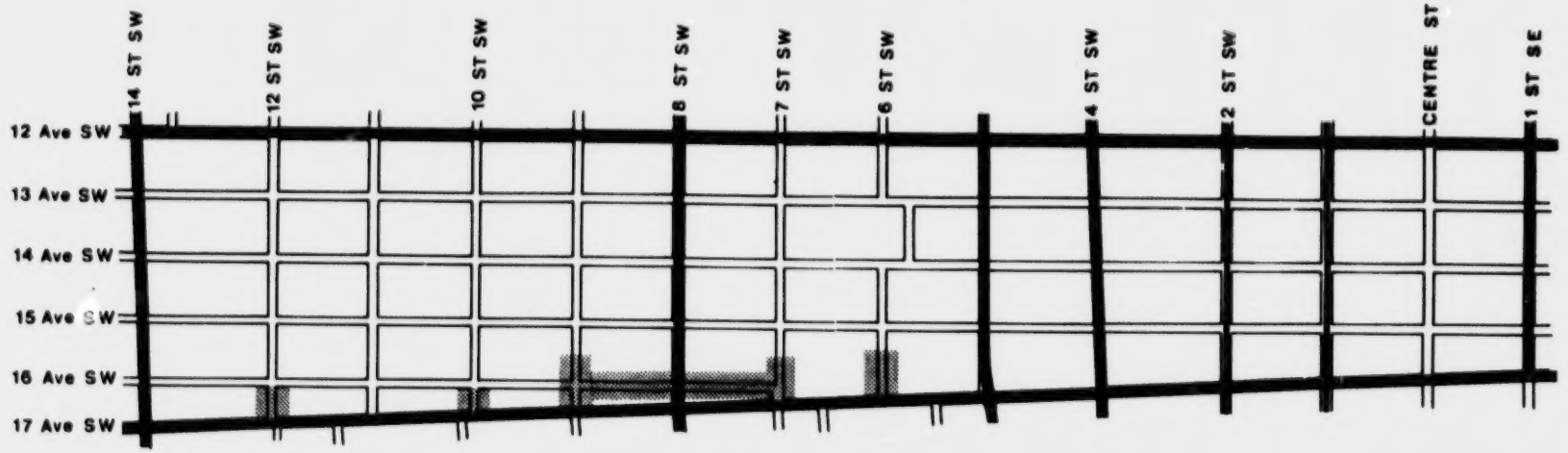
Local Roads

All other community streets.

Major roads expedite the movement of high volumes of traffic between various areas of the City. Collectors distribute traffic between major and local roads. Local roads provide access to properties within the community. These may be considered for closure to create open space or control particular traffic problems.

7.3 17th Avenue On-Street Parking Policies

The Transportation Department has reviewed on-street parking arrangements and restrictions on the 17th Avenue Corridor. Seventeeth Avenue is a



THE CITY OF CALGARY
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Fig. 5

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TRANSPORTATION POLICY

Major Road

Collector Road

Parking Priority Areas

JULY 1983

major road and plays an important role in the South Downtown transportation network. Although in the long term, plans to upgrade 17th Avenue may necessitate the removal of the metered parking along the Avenue, in the short term, on-street metered parking will remain. The exception to this in the short term is that some parking meters will be removed to make room for loading and taxi zones. Additionally, meters will be added to the commercially designated portions of cross-streets. This will assist in controlling the random parking problem which presently exists.

Signage on 17th Avenue will be adjusted to reflect the new peak hour parking restrictions presently in use in the downtown. Parking will not be allowed on 17th Avenue between 7:00 h and 8:30 h for the inbound direction, and between 15:30 h and 18:00 h for the outbound direction, Monday to Friday.

7.4 Short-Term Public Parking Alternatives

The availability of short term public parking is a key element to the success of a regional pedestrian shopping street. The parking policies for 17th Avenue, contained in Section 4.2.1, are intended to alleviate current parking problems. However, additional longer term parking solutions must be found.

One alternative involves increasing the number of on-street parking spaces through angle parking in the commercially designated portions of selected side streets. The Transportation Department will be carrying out an experiment with angle parking in an Inner City location. Should the experiment suggest that angle parking is operationally feasible and cost effective, it should be extended into the 17th Avenue corridor.

Another alternative calls for the development of public parking lots which would be operated by the Calgary Parking Authority. Due to the linear nature of commercial uses on 17th Avenue, a series of small surface lots in dispersed locations would best meet current parking needs.

The high cost of land on 17th Avenue makes surface lots a costly proposition. Therefore, it may be necessary to locate such parking lots on the borders of adjacent residential communities. Such lots would have to be designed and located to reduce the negative impacts such as visual intrusion and traffic generation.

7.5 Short Term Parking Priority Areas

The area from 6th Street S.W. to 10th Street S.W. has been identified as the priority area for the development of an off-street surface parking lot. An appropriate site should be found which is central to this catchment area.

These locations are recommended for priority consideration as angle parking areas, if this alternative is found to be feasible after the experiment: 16th Avenue (7th Street to 9th Street W.) and 6th, 7th, 9th, 10th and 12th Streets at 17th Avenue (see Figure 5).

As the 17th Avenue area develops, on-street parking congestion should be monitored to determine other priority areas for short-term public parking.

7.6 Road Closure

The closure of 6th Street W. between the lane and 14th Avenues is recommended to create additional park space in the centre of the community.

7.7 Pedestrian Crossing

It is recommended that the Transportation Department investigate the feasibility of increasing the visibility of the crosswalk on 17th Avenue at 8th Street. This would facilitate east/west pedestrian movement between major activity centres.

7.8 Costs and Funding Options

Estimated costs and a more detailed description of funding options for short-term public parking are outlined in Section 1.2 of the Supporting Information.

7.9 Implementation

It is recommended that:

1. The TRANSPORTATION DEPARTMENT determine the number of short-term public parking stalls that should be provided, either through off-street or angle parking, within the priority areas described in Section 7.5.

2. The TRANSPORTATION DEPARTMENT develop angle parking in the priority areas described in Section 7.5, pending positive results of the angle parking test.

3. The TRANSPORTATION DEPARTMENT and PLANNING DEPARTMENTS determine a suitable location for such off-street surface parking lots.

4. The TRANSPORTATION DEPARTMENT evaluate funding alternatives for the provision of short-term public parking.

5. The LAND DEPARTMENT acquire appropriate sites as determined by the Planning and Transportation Departments.

6. The CALGARY PARKING AUTHORITY evaluate funding alternatives and operate the short-term public parking recommended in Section 7.5.

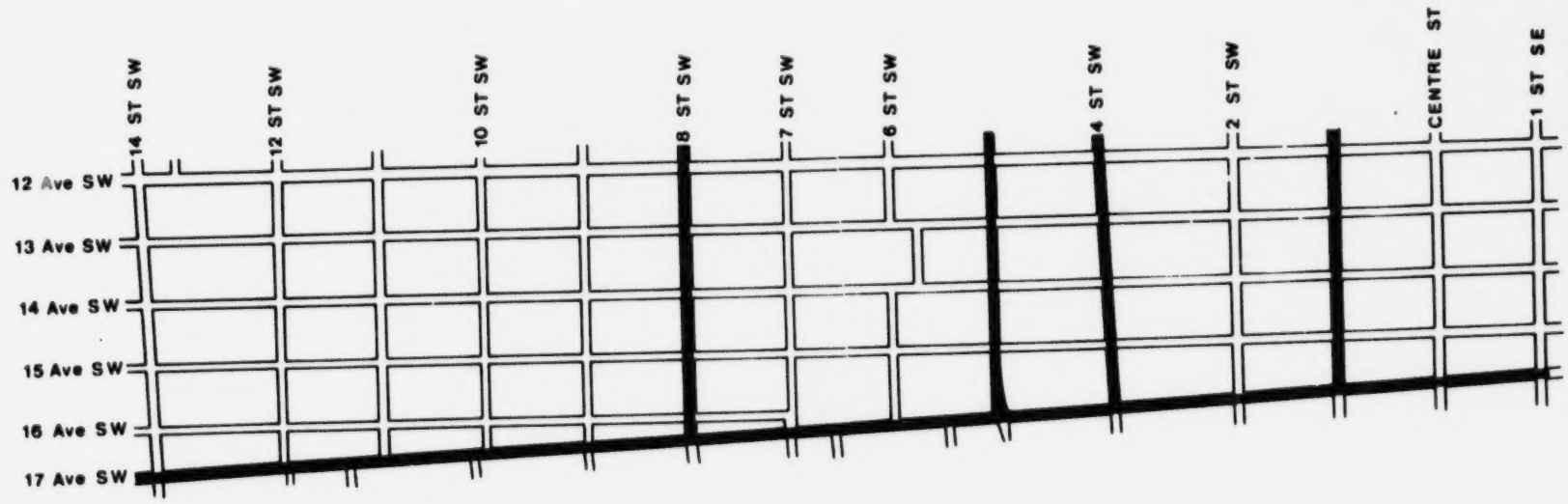
8.0 PUBLIC IMPROVEMENTS

This section of the Plan summarizes all public improvements which are to be initiated by the City.

8.1 17TH AVENUE PUBLIC IMPROVEMENTS PROGRAM

8.1.1 Improvement Area Boundaries

A Public Improvements Program is proposed for the 17th Avenue retail and commercial area; from 14th Street W. to 1st Street E. (see Figure 7). These improvements will be confined to the public right-of-way. Parts of the study area are included within the boundaries of four Area Redevelopment Plans: Lower Mount Royal; Connaught/West Victoria, Mission and Cliff Bungalow. The public improvements program initiatives have been incorporated into the respective Area Redevelopment Plans for approval and implementation.



THE CITY OF CALGARY
PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 6

100m 0 300'

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PUBLIC IMPROVEMENTS

Public Improvement Area

JULY 1983

8.1.2 Purpose of Public Improvements

The purpose of the Public Improvements Program is to foster a comfortable and attractive street character for the pedestrian within the public right-of-way. The program will focus on the unique qualities of 17th Avenue, one of the few remaining pedestrian shopping streets left in the City. The program will increase the Avenue's desirability as a retail commercial area of city-wide attraction and importance. It is also timely that the Public Improvements Program be undertaken as the 1988 Winter Olympics approach, and 17th Avenue becomes a high visibility route to the Olympic Coliseum.

8.1.3 Objectives

Detailed planning and implementation of the proposed public improvements should be based on the following objectives:

1. To identify 17th Avenue as a unique retail and commercial area, serving a City-wide function.

2. To improve the quality of the pedestrian environment of 17th Avenue.

3. To create "focal points" oriented to pedestrian convenience and safety at selected locations.

4. To up grade existing public open spaces adjacent to 17th Avenue with a character complementary to the public improvements and the retail nature of the street.

8.1.4 Proposed Design Elements

The Public Improvements Program should enhance the specialized shopping character of 17th Avenue and should include the following elements:

a) removal of overhead powerlines;

b) sidewalk reconstruction including the use of a brick edge treatment;

c) street trees;

d) street furniture consisting of a public signage system, benches, planters, bus shelters, litter bins, phone booths and kiosks;

e) pedestrian scale light standards;

f) pedestrian crosswalks;

Site specific planning of the design elements will take the form of a Public Improvements Master Plan for 17th Avenue, and will include further consultation with local property owners and business people.

8.1.5 Funding and Phasing

Funding

The costs of the proposed public improvements program are estimated in Section 6 of the Supporting Information. A cost-sharing agreement between the City and affected property owners is proposed to cover the cost of the public improvements, as each would benefit from these improvements. The City should initiate the improvements using general revenues and recoup a percentage of these costs through a Local Improvement or Local Benefit By-law. Under these By-laws, costs can be charged via a tax assessment to property owners over a 15-year period.

Phasing

The public improvements program for 17th Avenue is divided into two phases. Within Phase I, the blocks between 5th Street W. and 9th Street W. are of highest priority. The public improvements program will be phased to coordinate with possible road improvements to 17th Avenue. Street tree planting is contingent upon the removal of overhead powerlines and other utility constraints.

The Planning and Engineering Departments will determine the extent of each phase, subject to budget approval.

8.1.6 Implementation

It is recommended that:

1. The PLANNING DEPARTMENT, in consultation with OTHER CIVIC DEPARTMENTS and 17th Avenue property owners and business people, prepare a Public Improvements Master Plan for 17th Avenue.

2. The design of the public improvements Master Plan should be completed within one year of the adoption of this Area Redevelopment Plan.

3. The Public Improvements Master Plan for 17th Avenue be implemented through a Local Improvement or Local Benefit By-law, with the City contributing a maximum of 50% of the total cost of the improvements.

8.2 PEDESTRIAN LINKAGES TO DOWNTOWN

The purpose of these public improvements is to recognize as major pedestrian linkages those streets which enter the downtown and to enhance these streets for pedestrian use.

The following streets are recommended for pedestrian-oriented public improvements.

1st Street West (12th to 17th Avenue)
4th Street West (12th to 17th Avenue)
5th Street West (12th to 17th Avenue)
8th Street West (12th to 17th Avenue)

8.2.1 Proposed Design Elements

The design elements are intended to be coordinated with similar public improvements for the pedestrian portion of 4th Street (approved in the Mission A.R.P.), 17th Avenue and those improvements in the South Downtown portion of the Core Area Policy Brief. The following elements should be included:

1. Sidewalk reconstruction, including the use of brick edge treatment.

2. Street tree planting.

3. Pedestrian scale lighting (1st Street only).

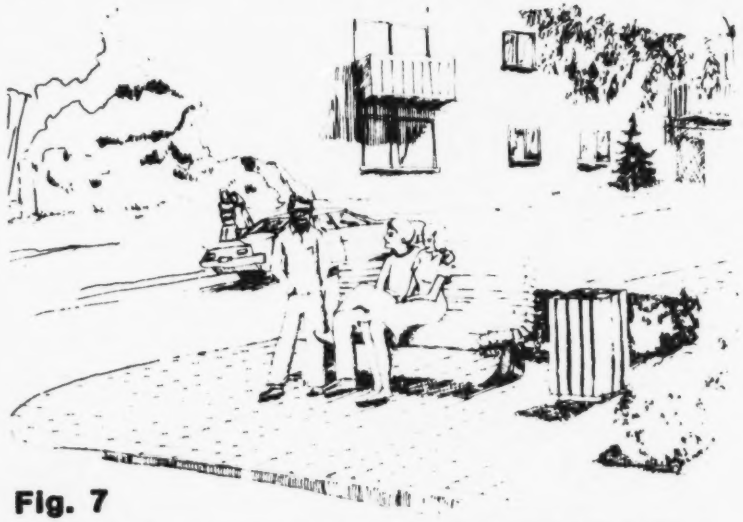

Fig. 7
Street Furniture for Pedestrian Linkages

4. Special design treatment of certain pedestrian crosswalks.

5. Selected use of a street furniture system and special signage identical in design as recommended for 17th Avenue.

8.3 IMPLEMENTATION

It is recommended that:

1. The PLANNING DEPARTMENT, in consultation with OTHER CIVIC DEPARTMENTS and relevant landowners and business people, prepare detailed public improvements programs for designated Pedestrian Linkages to the Downtown. This would form the basis of a coordinated application to Council for funds to implement the programs.

2. The design of the Public Improvements Program should be completed within one year of the approval of this Plan.

8.4 SERVICING

Utility replacement and upgrading may be required due to ongoing redevelopment in the Plan area or because of specific public improvement projects. The costs of these replacements and upgrading will be assessed to the property owners in accordance with normal City policies.

Amendments

SUPPORTING INFORMATION TO

CONNAUGHT/ WEST VICTORIA

THE CITY OF CALGARY
PLANNING DEPARTMENT

DECEMBER 1983

AREA REDEVELOPMENT PLAN

PREFACE

This section provides background information to the Connaught/West Victoria Area Redevelopment Plan. Its purpose is to describe the context within which planning policies were formulated and summarize the public expenditure required in order to implement the proposals outlined. This section is not, however, a part of the Area Redevelopment Plan and, therefore, has no legal status.

SUPPORTING INFORMATION

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Approach To Planning

1. APPROACH TO PLANNING

This section explains the framework within which the proposed policies of the Area Redevelopment Plan were formulated. The most significant issues, together with the relevant planning considerations, are presented to clarify the rationale underlining the Plan's policy recommendations.

The Connaught/West Victoria study area, commonly referred to as the "Beltline", was initially examined within the City-wide context. Calgary's phenomenal growth in recent years has resulted in a particularly high demand for apartment accommodation. The pressure of Downtown office development has begun to spill outside the central core into the South Downtown and the Beltline.

These two growth-related pressures have resulted in high levels of construction activity throughout the Beltline area causing changes in the Community due to the anticipated redevelopment of older buildings. The planning process used in developing this Plan has tried to balance City-wide objectives with the local perspectives of the Connaught Community Association, developers, business people, tenants, homeowners, investors and religious institutions.

The following section describes the approach to planning adopted to resolve specific land use issues in this Area Redevelopment Plan.

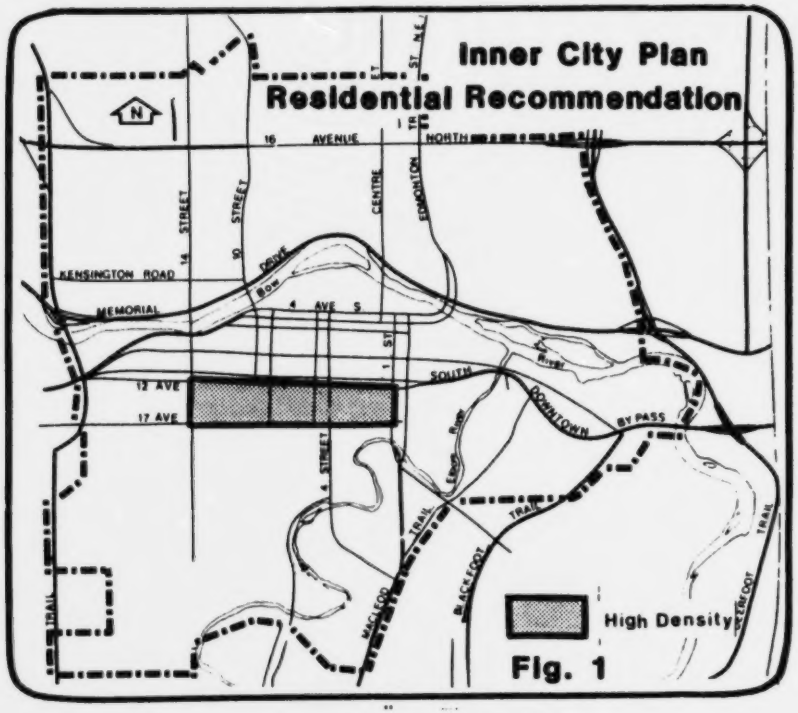


Fig. 1

1.1 RESIDENTIAL LAND USE

The Inner City Plan designated Beltline as a High Density Residential "selective redevelopment area". The density range approved for this designation was 60-182 units per net acre. Two recommendations of the Inner City Plan for high density residential areas were:

- to ensure that new development contributes to the provision of public amenities the area; and

- to ensure that new development provides adequate amenities of a private nature for the use of the building's residents.

At the time of the Inner City Plan's approval, City Council passed a motion for the development of a bonus system.

The Connaught/West Victoria Area Redevelopment Plan has proposed the implementation of high density residential designation through the recommended continuation of the RM-7 High Density Residential Multi-Dwelling land use district. This recognizes the City-wide need for a high density residential community which locates people within walking distance of downtown. Beltline also serves as the residential community in the City, which is entirely high rise and high density.

From a City-wide perspective, the advantages of a high density residential community are clear. A high density residential district locates the most number of people closest to the City's major employment centre, the Downtown, which encourages a compact city form. This reduces the need for road upgradings and increased transit expenditures, and reduces development pressures on other Inner City communities.

1.1.1 Bonus System

The residential bonus system was developed in accord with Council's instruction at the time of the Inner City Plan's approval.

The intent of the bonus system is:

1. To increase the useable amount of amenity space at the foot of new apartment buildings on large sites.

2. To visually reduce the impact of a high density district by developing and landscaping a consolidated space at the base of tall residential buildings.

Under the proposed bonus system, a maximum residential density of 450 units per hectare (182 units per acre) may be achieved on sites demonstrating the provision of a 15 m x 39 m consolidated landscaped area.

Density Bonus for Increased Landscaping

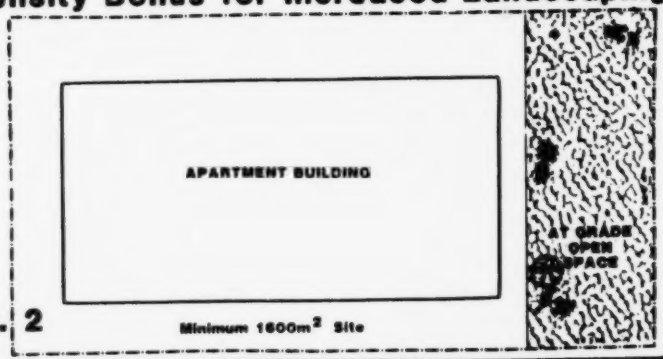


Fig. 2

The consolidated landscaped area results in a minimum 600 m^2 (6300 square feet) of consolidated land. The 6300 square feet of land was considered to be the minimum size of park area which would be effective in providing useable space and in providing visual relief in a high density district and coincides with the original 25' lot subdivision.

1.1.2 IMPLICATIONS

The RM-7 residential land use policy could result in a significant population increase for the Beltline.

Assuming redevelopment of all existing low density residential buildings, vacant land and walk-up apartments, the Connaught/West Victoria study area could potentially double from the existing 11,000 population to approximately 22,000 people.

1.2 **COMMERCIAL LAND USE**

1. 17th Avenue (14th Street - 4th Street)

Land Use Policy

The Plan proposes commercial land use policies which implement the Regional Pedestrian oriented commercial strip designation proposed in the Inner City Plan.

Land Use District

The Plan recommends a C-3 (23) land use district for 17th Avenue. The question of commercial densities and building heights was addressed through:

1. A consultant's study to determine the densities which could be accommodated under certain sunlight performance standards;

2. A study by the Transportation Department regarding transportation constraints to commercial densities that should be allowed on 17th Avenue;

3. The merchants' and consumers' surveys and response to the concepts presented at the 17th Avenue Open House.

On the basis of this analysis, a C-3 (23) land use district (3 F.A.R., height limit of 23 m- 6 to 7 storeys) was considered appropriate for the following reasons:

1. The Transportation Department has indicated that 3 F.A.R. is the maximum density that should be permitted due to existing capacity constraints on 17th Avenue at 14th, 8th, 5th and 4th Streets West and at 1st Street and 2nd Streets East.

2. Evidence that the 1:46 m^2 parking standard could not be met on typical 17th Avenue sites, if a density increase were permitted. The Transportation Department recommended retention of the 1:46 m^2 standard.

3. An indication that the sunlight performance standards for sites on the south side of 17th Avenue could be met with a building height of 6-7 storeys, while still allowing the developer considerable design flexibility in meeting the maximum density of 3 F.A.R.

4. The public's preference, as revealed through opinion surveys and Open House comments, for building heights in the order of 5-7 storeys, and the support for the assurance of sunlight on open spaces and north sidewalks.

5. The perception that a building height of 6-7 storeys was important in preserving the pedestrian scale of the Avenue, and creating a shopping street atmosphere different than that of the Downtown.

6. The evidence that land use districts proposed for the Downtown provided for in excess of a 20 year supply of office space in the Downtown and south Downtown. The fact that 17th Avenue and other Inner City commercial strips are less than one-third developed at 3 F.A.R. For example, commercial strips such as 4th Street S.W. and 17th Avenue alone offer an estimated 510,950 m^2 (5.5 million sq. ft.) of undeveloped office potential.

7. The importance of a height limit and density that would minimize the impacts that developments on 17th Avenue will have on the adjacent low and medium density residential communities to the south of 17th Avenue i.e., through traffic, spillover parking, transition in building height.

Redevelopment Guidelines

The redevelopment guidelines for 17th Avenue are intended to support the regional pedestrian shopping street policies for 17th Avenue. Emphasis has been placed on the nature of land uses, building height, the treatment of at-grade commercial frontage, the encouragement of retail and restaurant uses at-grade, and the design of parking and by-lawed setback areas.

In addition, to assure sunlight on north sidewalks, a 10:00 a.m.-2:00 p.m. M.S.T., March 21 - September 21 sunlight standard is proposed for sites on the south side of 17th Avenue. This particular standard is recommended because it corresponds to the time period associated with greatest pedestrian activity on the Avenue. A standard that would assure sunlight on south sidewalks is not practical due to the east-west orientation of the Avenue.

Fig. 3
17th Avenue Redevelopment Guidelines

17th Avenue Public Improvements

A public improvements program, aimed at increasing the attractiveness of the 17th Avenue shopping area for pedestrians is proposed. Improvement of the pedestrian environment on 17th Avenue is viewed as a key factor in its continued success as a shopping street.

The proposed design elements for the public improvements program are illustrated in Section 6.0 of the By-law portion of the Plan. These elements will form the basis of a Public Improvements Master Plan for 17th Avenue. The development of this Master Plan will be done by the Planning Department, in consultation with other civic departments and 17th Avenue property owners and business people.

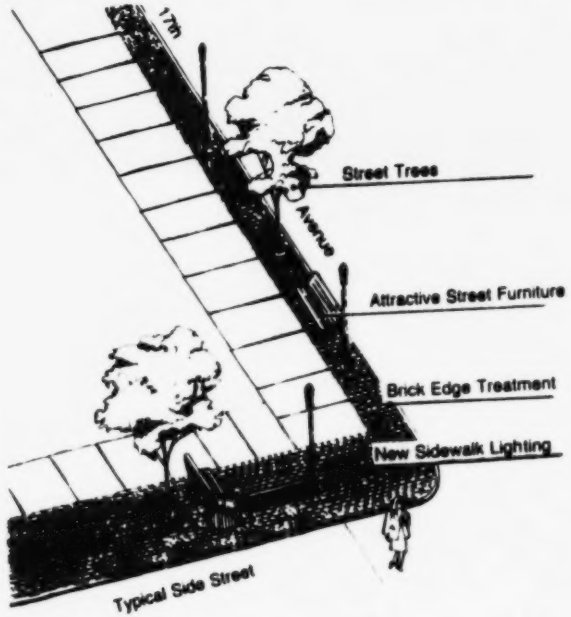


Fig. 4 17th Avenue Public Improvements

The Master Plan will then be reviewed by the Calgary Planning Commission, prior to its implementation through a Local Improvements or Local Benefit By-law.

2. 17th Avenue (4th Street - Centre Street)

The Plan proposes to extend the Regional Pedestrian Oriented Commercial Strip Policy from 4th Street W. to 1st Street E. for the following reasons:

- 4th and 1st Streets W., which intersect 17th Avenue, are designated as regional pedestrian strips and would logically link with the 17th Avenue pedestrian strip.
- The L.R.T. South Corridor Land Use Study recommended a pedestrian orientation along 17th Avenue between Centre Street and Stampede L.R.T. Station.
- The private sector has indicated strong interest for encouraging retail and supporting public improvements to sidewalks similar to the rest of 17th Avenue (between 14th Street and 4th Street).
- St. Mary's Plaza, a proposed major development at 1st Street W., has incorporated significant pedestrian elements.

- This section of 17th Avenue will be a major east-west link to the Stampede Grounds and the Olympic Coliseum.

- This part of 17th Avenue is bounded by the City's highest density residential districts and encouraging pedestrian activity is desirable.

Public Improvements have also been proposed for 17th Avenue to be developed within the existing right-of-way. These improvements are intended to enhance the pedestrian environment.

The C-3 (46) land use designation was recommended since the maximum 46 m height would be compatible with:

(1) high rise residential buildings in adjacent RM-7 areas, particularly to the north of the commercial strip;

(2) the proposed St. Mary's Plaza development at 1st Street W. which is a comprehensively planned project which achieves a height similar to C-3 (46); and

(3) the commercial policies for the south side of 17th Avenue proposed in the Mission A.R.P.

3. 1st Street West

The Inner City Plan recommended a Regional Pedestrian Oriented Commercial Strip policy for 1st Street. Recently 1st Street has developed into a popular "restaurant row", attracting patrons from the entire city. This concentration of restaurants is unique in the city and attractive in the variety offered.

Given that pedestrian access to the Downtown is excellent and the number of restaurants relying on significant lunch hour business, the recommendation for a sunlight standard, similar to 4th Street in the Mission A.R.P., was considered appropriate. The sunlight standard would require that new development permit sunlight to fall on public sidewalks between 10:00 a.m. and 2:00 p.m. from Spring to Fall.

Although a sunlight standard is proposed, a maximum building height should continue at the present 46 m maximum, since this height is compatible with adjacent high rise residential buildings. It is envisaged that on larger development sites, building profiles will be lower fronting onto 1st Street.

4. 12th Avenue (2nd Street W. - Centre Street)

The recommendation for the continuation of the CM-2 district recognizes the existing major commercial development (hotel) and the ability to allow maximum building height to be determined at the Development Permit stage, which is a feature of the land use district.

5. 14th Street, 8th Street and 4th Street

The recommendation for the continuation of the existing C-3 land use designation was considered appropriate due to the existing commercial developments and since each of these streets is

classified as a major thoroughfare. 4th and 8th Streets are already developed with a number of high rise commercial buildings while 14th Street has some low scale new commercial development. Finally, the 46 m maximum height limit would be compatible with the adjacent high rise residential buildings with similar height potential.

1.3 OTHER LAND USES

1. Commercial Conversions

Recently, the Planning Department has experienced an increase in the demand to convert low density residential structures, usually single family and two family dwellings or old walk-up apartment buildings, into commercial office buildings. These buildings were almost always located in residentially designated districts.

Recognizing the demand for office conversions and in order to minimize the impact on adjacent residential areas, specific criteria were established to determine the eligibility of sites for commercial conversions and specific redevelopment guidelines were formulated.

The intent of this policy is to allow some development flexibility while still recognizing an overall residential policy for the community. Therefore, it was determined that lots of 50 feet (15.2 m) or less that were "locked in," i.e, located between two buildings not likely to redevelop in the near future, would be considered eligible for commercial conversions. The 50 foot maximum frontage was used as a criterion since RM-7 type high density developments are not usually feasible with such narrow frontages. This policy is intended to allow some land use flexibility where residential high density redevelopment is not possible.

To protect the intent of maintaining Beltline as a high density residential area, potential commercial conversion sites must be "locked in". This criterion eliminates the possibility of the assembly of, say, three adjoining 50 foot lots with single family dwellings and the commercial conversion of all three structures.

Parking on-site must be at the rear of the property. This is to prohibit parking on front yard areas, which would detract from the residential character of the street.

The exception to the list of criteria would be a structure listed as a City of Calgary Potential Heritage Sites. This exception was proposed to allow the retention of older walk-up apartments with some architectural or historic merit.

Implementation Guidelines

The proposed guidelines were intended to maintain the appearance of a residential structure (relevant guidelines are: retention of structure, rear yard parking, front yard landscaping of a residential character, and low scale signage), and to minimize parking impact on adjacent residential uses (relevant guidelines are: useable basement area included in parking calculation, parking at rear of site, must meet full parking requirement for office commercial uses).

2. Stampede L.R.T. Station Area

The L.R.T. South Corridor Land Use Study was approved by City Council on July 29, 1980. The A.R.P. proposes policies which are intended to implement the L.R.T. Study's policies. The specific land use districts will be recommended upon completion of a study investigating possible new land use districts specifically for L.R.T. Station Areas.

12th Avenue (Centre Street - 1st Street E.)

The 46 m maximum height limit is intended to ensure compatibility with high density residential buildings with similar height potential on adjacent sites. The possible mix of land uses (all commercial or all residential, or mixed use) and the respective densities approved in the L.R.T. Study were determined in conjunction with the Transportation Department. High densities were encouraged because of proximity to the L.R.T. Station while recognizing the traffic generating characteristics of the office component and hence, impact on the road system. (Refer to L.R.T. South Corridor Land Use Study - 1980 for details.)

17th Avenue (Centre Street - 1st Street E.) and 1st Street E. (13th Avenue - 15th Avenue)

The L.R.T. Study recommended a maximum of 46 m along 17th Avenue and 1st Street E. This would ensure compatibility with adjacent high density residential sites with similar height potential. Because of roadway capacity constraints on 17th Avenue, a commercial ceiling of 2 F.A.R. was approved. However, additional density is possible for residential land use and incorporation of the bonusing system. (Refer to L.R.T. South Corridor Land Use Study - 1980 for details).

South Side 13th, 14th, and North Side 15th Avenue (east of Centre Street)

The L.R.T. Study recommended transit-related high density residential land use. This would ensure compatibility with adjacent land use districts of similar height potential.

3. Retail/Residential Mixed Use

16th Avenue - North Side (8th Street W. - 9th Street W.)

The recommendation to allow retail commercial uses at-grade in a special area of the RM-7 district, was put forward recognizing that:

- this was a logical one block westward extension of the current retail hub of 17th Avenue (Mount Royal Village, also located on 16th Avenue);
- the Devenish Design Centre, on the south side of 16th Avenue, was a retail use;
- it would be undesirable to allow the potential for residential uses at-grade on a busy retail street and where increased parking is recommended at street level;
- it would still be important to maintain the character of the north side of 16th Avenue as predominantly residential area to minimize the possibility of further commercial intrusion into the residential area.

4. Institutional Uses

Due to its significant function as a recreational facility and Provincial Historic Resource Designation, the Old Y.M.C.A. site (223 - 12th Avenue S.W.) will be designated the P.E. (Public Park, School and Recreation District). The Colonel Belcher Memorial Hospital is designated P.S. and no change is proposed.

1.4 OPEN SPACE AND RECREATIONAL FACILITIES

Beltline is typical of Calgary's inner city residential communities in that there is a deficiency of public open space.

Besides the lack of space, the existing open space is not centrally located to maximize residents' accessibility and many existing park spaces are inappropriately designed to serve the potential users. Specifically, certain park areas are equipped with playground equipment in area primarily serving an adult population. Also one park area is located on a commercial strip, not central to the highest concentration of residential population. For this inappropriately located park, the A.R.P. recommends release of this publicly owned property for sale. Similarly sized properties should be acquired by the City in more advantageous locations. Parks which are now inappropriately programmed should be redesigned to serve the people in the community.

It was also recognized that it would be costly to implement a recommendation for extensive land acquisitions for park space. Therefore, an alternative to improving the parks aspect of the community entirely through land acquisition was pursued. This resulted in recommendations to: upgrade existing parks (Tompkins and Humpy Hollow); acquire a limited number of properties for parks; upgrade through public improvements, important linkages to the Downtown (1st, 4th, 5th and 8th Streets), consider a residential density bonus system for the provision of a "consolidated landscaped area" with new apartment development, and require a front yard amenity space with all new RM-7 developments.

Specific recommendations for the detail of Parks upgrading will be made by Parks/ Recreation Department. During the planning process however, the Community Planning Advisory Committee, at the request of the Parks/Recreation Department, considered a use for Haultain School. At that time, the Committee generally agreed that the school should be used in a historic manner for education purposes. One suggestion was that school children, on a rotating basis, could be given history lessons in the school.

1.5 TRANSPORTATION

Planning recommendations regarding transportation in the study area resulted from a number of considerations: concerns expressed by members of the Community Planning Advisory Committee, informal discussion with local merchants and residents, a survey of merchants and shoppers, comments from the public during Planning Department Sponsored Open Houses and Transportation Department Studies.

The increased provision of short-term public parking is seen to be a key factor in the success of 17th Avenue as a regional pedestrian shopping street, while also helping to relieve some of the parking congestion on residential streets.

A study by the Transportation Department in early December 1981, revealed that on-street parking congestion is most critical during peak Saturday shopping hours (2:00 p.m. - 5:00 p.m.) when neighbourhood streets are 80 - 100% occupied with short-term largely non-local parkers. The situation is most critical in areas around Mount Royal Village from 10th Street to 6th Street. On weekdays, local streets are 60 - 80% occupied with parked cars during the day, as well as overnight. Again, non-local, short-term parkers compose a large percentage of on-street parking during business hours (10:00 a.m. - 4:00 p.m.).

Parking congestion on community streets stems from a number of factors: (i) historic deficiencies in parking provisions in apartment blocks and converted dwellings, (ii) the increase in retail and restaurant uses on 17th Avenue, and (iii) downtown commuters and 17th Avenue workers parking on local streets.

Parking congestion related to older apartments and converted dwellings will be partially alleviated as redevelopment occurs as per the Land Use By-law 2P80 parking requirements. The Plan also proposes that well located and signed visitor parking be mandatory, as opposed to optional, at .15 parking spaces per dwelling unit.

A number of other options are proposed to alleviate on-street parking congestion related to the increase in commercial development, particularly the retail and restaurant uses, on 17th Avenue:

1. A condition of development should require public access to a percentage of parking stalls in office developments during non-office hours. This option is particularly useful in addressing parking congestion resulting from restaurant patrons and Saturday shopping. It has the advantage of making efficient use of existing resources.

2. Angle parking on selected side streets is also an option. The cost effectiveness and operational feasibility of this option will be determined in the experiment to be carried out by the Transportation Department. This option could potentially increase public parking by 35% in selected locations, and eliminates land acquisition costs.

3. The development of municipally operated surface public parking, directed at short-term users is proposed. This option involves the acquisition of land on 17th Avenue or in adjacent residential areas for the development of surface parking lots. As the area develops it may become necessary to construct a parking structure in an area of concentrated activity.

These lots would be operated by the Calgary Parking Authority, similar to the one currently in operation on 15th Avenue west of 14th Street, in the Sunalta community.

A fourth option, a density bonus to developers for providing public parking was considered, but rejected due to the recommended 3 F.A.R. density maximum.

As a result of Transportation Department findings, the area around Mount Royal Village was considered an immediate priority for the development of short-term public parking. The Transportation Department will provide direction on the number of stalls required to serve this area. A more detailed parking study would likely be required. Should the angle parking experiment prove operationally feasible and cost effective, additional parking provided through that arrangement could reduce the number of surface parking stalls required.

All street designations reflect existing city policy regarding roads in the study area.

The Transportation Department has also identified the need for upgrading of 17th Avenue at some time in the future. This upgrading is required to meet the access needs of new development in the area, to meet the mobility needs of the rapidly developing South Downtown, and to improve pedestrian and vehicular safety. The Department will be undertaking a study in 1983 to determine both the nature of the improvements required to meet these objectives, and the expected timing and staging of these improvements.

Parking Priority Areas

The main advantages of angle parking, as recommended within existing road right-of-ways, are: they are not capital intensive (when compared to other options); they can be accommodated without land acquisition; they increase the number of stalls where parking already exists; they slow traffic in pedestrian areas; they can be located conveniently near high demand areas; and they are easily located by motorists.

Road Closure

The recommended closure of 6th Street roadway between 13th and 14th Avenue is intended to provide a small park space with minimal cost to the City.

This mini-park could integrate quite well with the private landscaping of adjacent properties, creating a visually larger landscaped area.

Bus System

Currently, there is no existing bus route which serves the length of 17th Avenue from 14th Street to Stampede L.R.T. Station.

During Public Open Houses and in discussion with merchants and shoppers, many people expressed the need for a continuous bus route for the Avenue.

Pedestrian Crossings

Currently, significant pedestrian traffic crosses 8th Street at 16th Avenue, despite the crosswalk being "closed" by City installed railings and signage to warn people on foot to use the 17th Avenue crosswalk. This closed crosswalk has not apparently been effective in limiting pedestrian movement.

Since pedestrian volumes are likely to increase, particularly with more retail stores possible on the north side of 16th Avenue between 8th and 9th Streets, the Transportation Department agreed to increase the visibility of the signalized pedestrian crosswalk for 8th Street at 17th Avenue.

2. BACKGROUND TO POLICY FORMULATION

2.1. Existing Policies Affecting Study Area

1. Calgary General Municipal Plan

The approved General Municipal Plan (1978) gave a long range growth strategy for Calgary. The Plan established broad goals related to population growth, community stability and neighbourhood conservation of certain communities in the inner city.

2. Inner City Plan

The Inner City Plan (1979) recommended general policies to be used in the preparation of the area redevelopment plan for Beltline (Connaught/West Victoria). While the primary goal of the A.R.P. is to implement these policies, latitude exists in their application on a site specific basis.

3. L.R.T. South Corridor Land Use Study

The L.R.T. South Corridor Land Use Study (1980) recommended specific policies for L.R.T. stations along Calgary's first rail transit line. This study recommended implementation of the policies for Stampede Station through the preparation of the Connaught/West Victoria Area Redevelopment Plan.

2.2 Residential Land Use

As excerpted from the Inner City Plan, "the intent is to provide some variety of unit types with suitable amenities at a high density." The primary considerations are:

1. to insure that new developments contribute to the provision of public amenities in the area;

2. to insure that new developments provide adequate amenities of a private nature for the use of the building's residents.

The amount of building allowed should be determined through the application of performance criteria and an incentive or bonus system. The density range approved was 148-450 units per hectare (60-182 units per acre).

2.3 Commercial Land Use

The Inner City Plan recommended three general commercial land use policies for Beltline:

1. Regional Auto

Regional auto areas are characterized by auto related uses and office commercial developments with on-site parking catering to the needs of the broad population base (a quadrant of the City-wide).

2. Regional Pedestrian

Regional pedestrian areas are characterized by a retail pedestrian shopping environment catering to a broad population base (a quadrant of the City-wide).

3. Local Pedestrian

Local pedestrian areas are characterized by a retail pedestrian shopping environment providing goods and services for surrounding neighbourhoods.

2.4 Open Space and Recreational Facilities

The Inner City Plan recommended guidelines for the selection of open space and facilities. The implementation of open space facilities policies was recommended through:

- improving the quality and usefulness of existing open space;
- street closures;
- development requirements;
- land purchase;
- use of school property;
- bonusing systems;
- redevelopment levies.

with the most appropriate means being determined at the community planning level. The Connaught/West Victoria A.R.P. has recommended all of the above means except redevelopment levies.

Community Profile

MAP No. 5

CONNAUGHT/ WEST VICTORIA ARP

TITLE

LOCATION OF COMMUNITY

LEGEND

DATE

JULY 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

3. COMMUNITY PROFILE

3.1 COMMUNITY HISTORY*

As far back as 1893, Calgary city limits had extended south and west to include the Connaught (Beltline) district. However, development in the area was rather sparce, save the larger estates of prominent citizens, such as Senator James Lougheed whose home was located on 13th Avenue and 6th Street S.W.

By 1905 the extension of development both south to 17th Avenue and west to 14th Street was obvious, and by the land boom of 1912, the Connaught community was keeping pace with growth elsewhere in the city. In fact, the community could boast of many fine institutions, exclusive to the district. The Carnegie Library, Calgary's first, and now a Provincially Classified Historic Site, was located in Central Park. Calgary's first public school, South Ward, and first public high school, Central Collegiate Institute (now Dr. Carl Safran) had their homes in Connaught as did the religious institutions of Grace Presbyterian and First Baptist Church.

In addition, the two and three-storey homes, wide streets, treed boulevards and large open spaces characterised the Connaught district as an attractive residential community.

*Calgary Planning Department, The Historical Development of the Downtown and Inner City, 1978.

3.2 EXISTING LAND USE DISTRICTS

RM-7

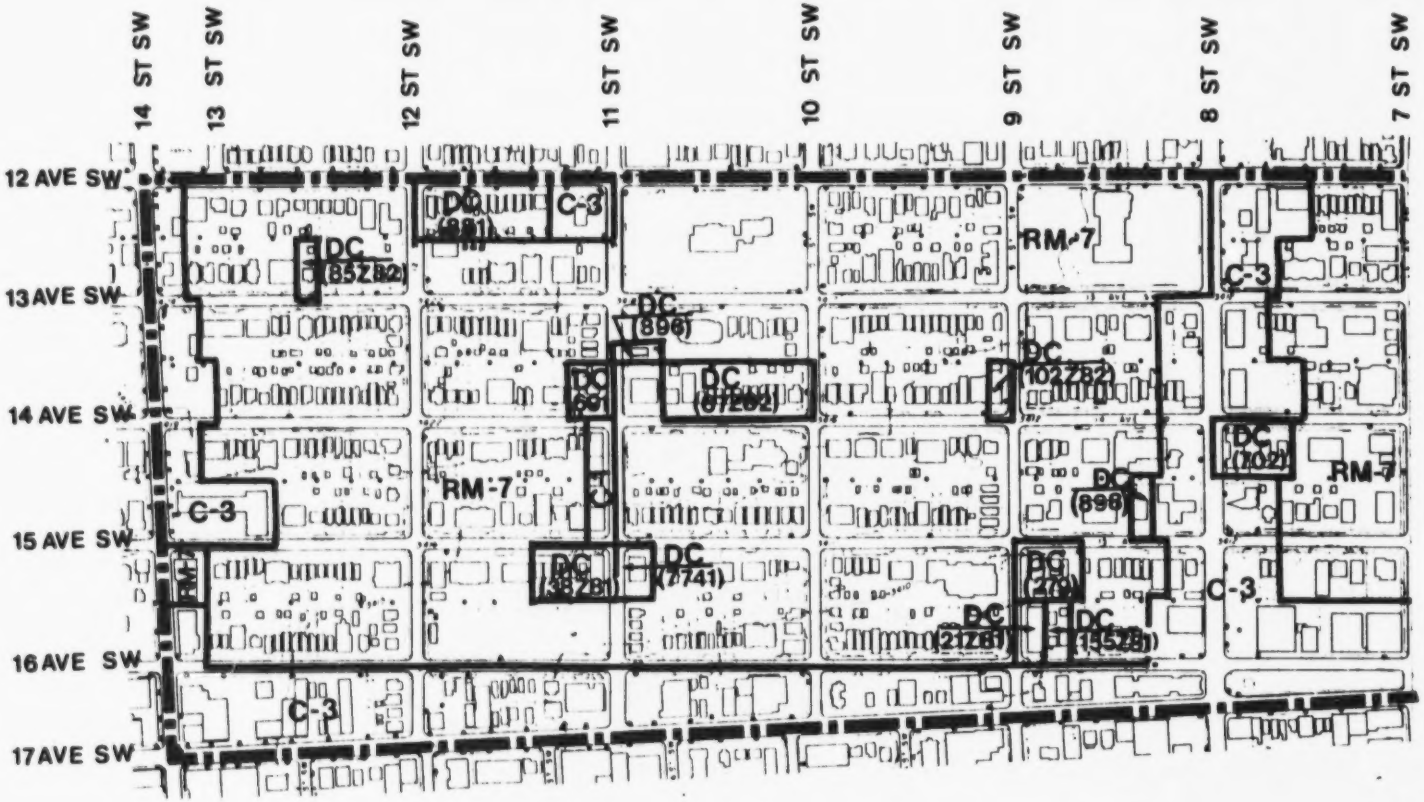
The RM-7 Residential High Density Multi-Dwelling District is predominant throughout most of the study area, representing 61.3% (43.7 net hectares or 107.7 net acres) of the total study area. RM-7 is the highest density residential district under the City's Land Use By-law No. 2P80, permitting a maximum building height of 17 storeys, not exceeding 46 m; and density of 321 or 395 units per hectare (130 or 160 units per acre), depending on the size of the development site.

CM-2

Commercial land use districts represent approximately 27% of the study area. 1.9 net hectares (4.7 net acres) of CM-2 lands are located along 12th Avenue between 2nd Street W. and 1st Street E. The CM-2 Central Business Commercial District is intended for use in the Downtown Core. Under this land use district, building height is not regulated. The maximum gross floor area permitted is: (a) 8 times the site area; or (b) the sum of the floor areas allowed in each of the bonuses as detailed in the Downtown Development Standards.

C-3

The C-3 General Commercial District dominates the major streets in the community. 17.3 ha (42.7 acres) of C-3 lands are located along the entire length of 17th Avenue and 14th Street, most of



THE CITY OF CALGARY
PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 6

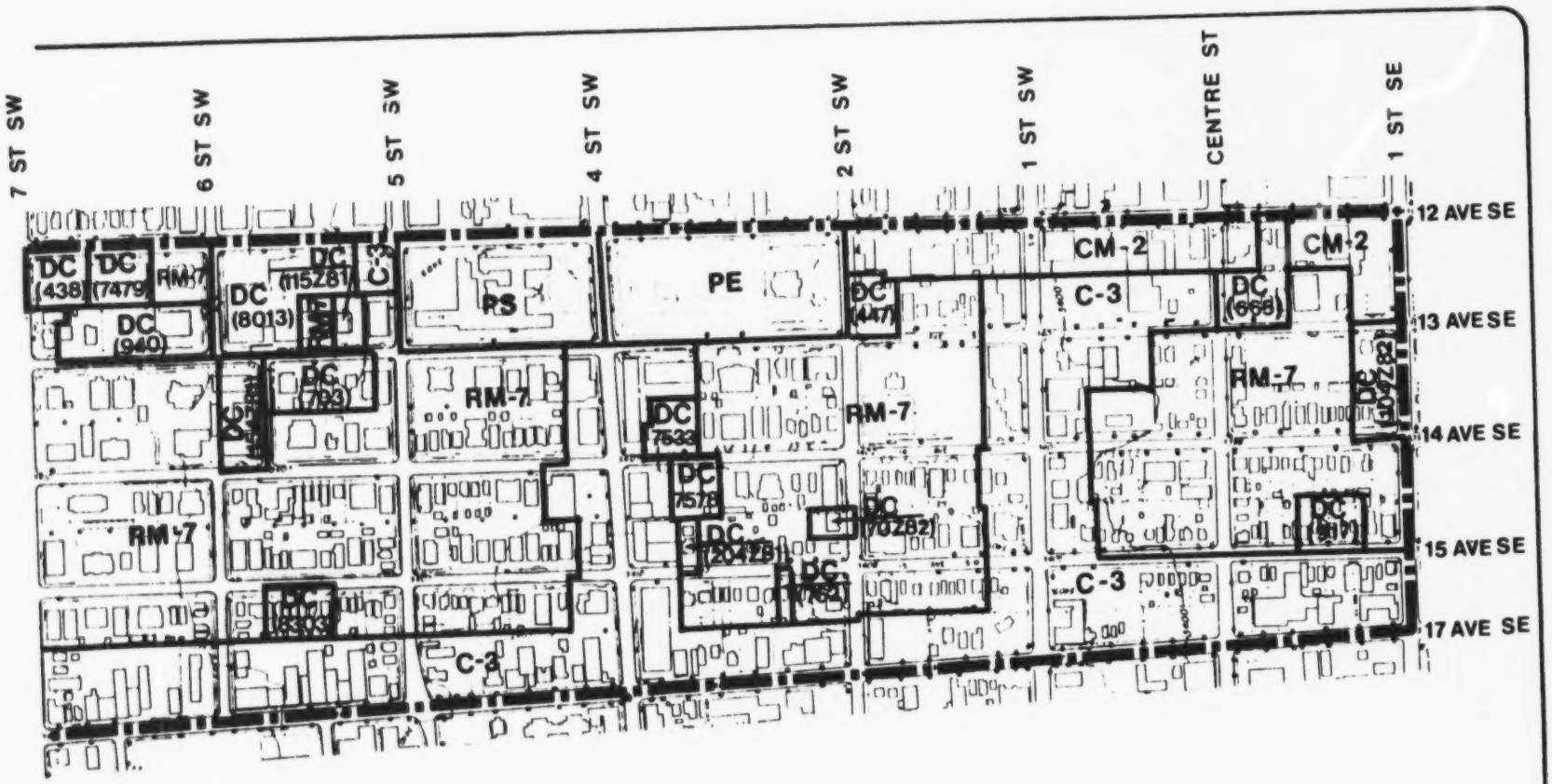
100m 0 100

N

EXISTING LAND USE DISTRICTS

RM-7	Residential High Density
C-1	Local Commercial
C-3	General Commercial
CM-2	Central Business Commercial
PE	Public Park, School and Recreation
PS	Public Service
DC	Direct Control

JULY 1983


7 ST SW
6 ST SW
5 ST SW
4 ST SW
2 ST SW
1 ST SW
CENTRE ST
1 ST SE
12 AVE SE
13 AVE SE
14 AVE SE
15 AVE SE
17 AVE SE
DC (438)
DC (7479)
RM-7
DC (940)
DC (8013)
DC (115281)
C-3
DC (793)
PS
PE
DC 447
CM-2
CM-2
C-3
DC (668)
RM-7
DC (107282)
RM-7
DC 7533
DC 7578
DC (20428)
DC 7621
DC (107282)
RM-7
DC (517)
C-3
C-3

1st, 4th, and 8th Streets, and parts of 12th Avenue. Under the C-3 district, the maximum building height permitted is 46 m; the maximum gross floor area permitted is 3 times the site area.

C-1

A .12 ha (.3 acre) C-1 district exists in the community on 11th Street. C-1 is a Local Commercial District which allows a maximum building height of 2 storeys not exceeding 10 m.

PE

Central Park on 12th Avenue, the location of the Central Memorial public library, is the only PE Public Park, School and Recreation District in the study area. The park is 1.8 ha (4.4 acres) in size.

PS

Colonel Belcher Hospital, also on 12th Avenue, is the location of the only PS Public Service District in the community. Occupying one entire block, the site is 1.3 ha (3.2 acres) in size.

D.C.

D.C. Direct Control Districts comprise the remainder of the study area. Twenty-one D.C. sites, representing 5 ha (12.4 acres) of land, are dispersed throughout the study area. D.C. Districts are applied to developments which do not easily comform to the regulations of land use districts of the land use by-law in force at the time.

Fig. 7

EXISTING LAND USE DISTRICTS

	ha	ac	% Total
RM-7	43.6	107.74	61.33
CM-2	1.9	4.69	2.62
C-3	17.3	42.68	24.23
C-1	0.1	0.30	0.17
PS	1.3	3.21	1.83
PE	1.8	4.35	2.80
DC	5.0	12.41	7.02
	71.0	175.38	100%

3.3 EXISTING LAND USE

Residential

Connaught/West Victoria comprises 71 net (excluding roads and lanes) hectares (175 acres) of land. Residential land use is the single largest land use component in the study area

supporting a population of over 11,000 people in 1980. The resulting density is 64 people per net acre. Apartment buildings occupy 58.7% of all residential land. Non-apartment residential land use occupies 19.9% of all residentially zoned land.

As of July 1, 1981, 15.4% of all land designated for residential use was vacant. Church and Park sites occupy most of the remaining residential area.

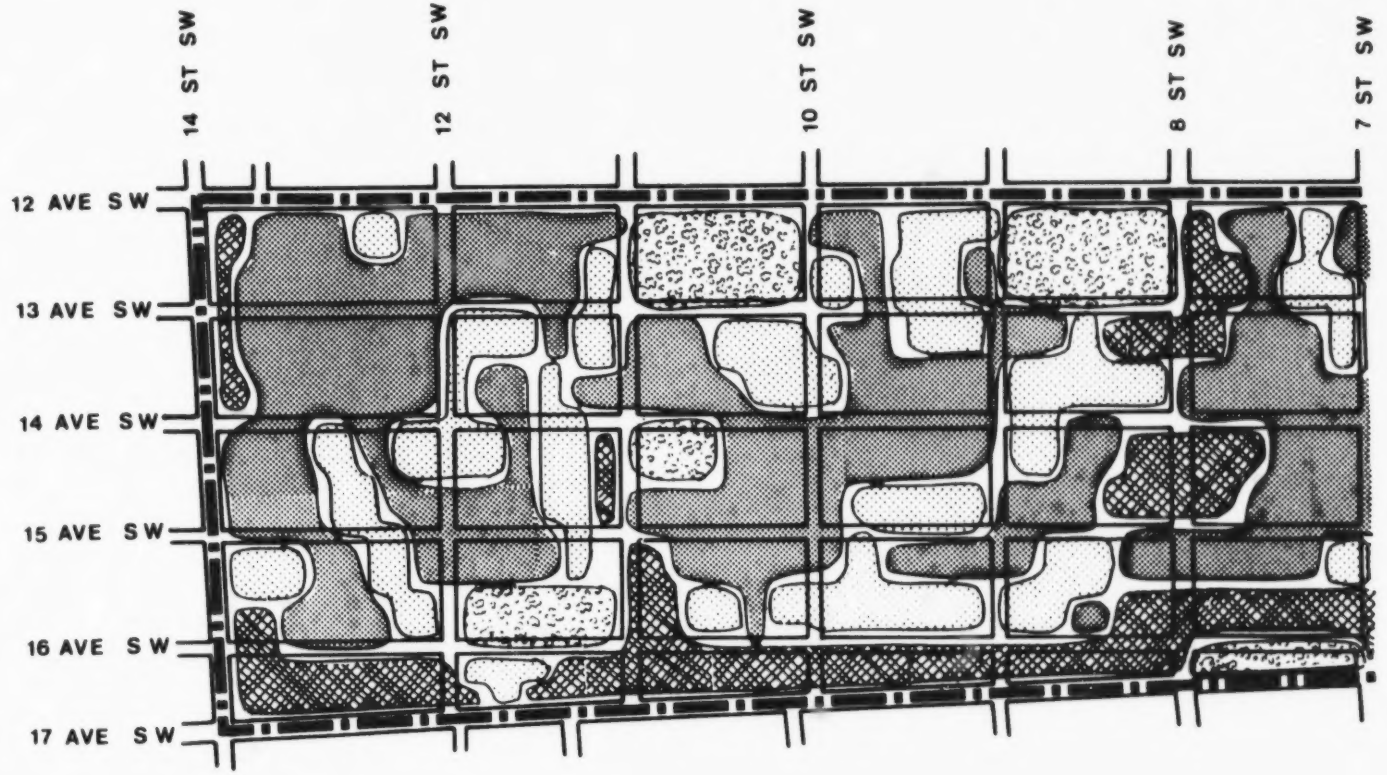
Commercial

Commercial land use is the second largest land use component in the area. Almost 20% of the study area is designated for commercial/retail purposes. These land uses are located primarily 1st, 4th, 8th and 14th Streets West and 17th Avenue.

Other Land Use

Colonel Belcher Hospital, the Red Cross Society, the Beltline Community Centre, Government of Canada and the Calgary Women's Emergency Shelter represent 3.2% of the community's area.

It is significant to note that 6.2% (net) of the community is presently (June 1981) under construction and 9.5% (net) of Connaught/West Victoria is vacant land, abandoned houses, or parking.



THE CITY OF CALGARY
PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 8

100m 0 100

N

GENERALIZED EXISTING LAND USE

- Houses and Vacant Sites
- Commercial
- Public and Educational
- Apartments

JULY 1983

12 AVE SE
13 AVE SE
14 AVE SE
15 AVE SE
17 AVE SE
1 ST SE
CENTRE ST
2 ST SW
4 ST SW
6 ST SW
7 ST SW

3.4 POPULATION, FAMILY AND HOUSEHOLD CHARACTERISTICS

The main elements shaping Connaught/West Victoria's social structure are:

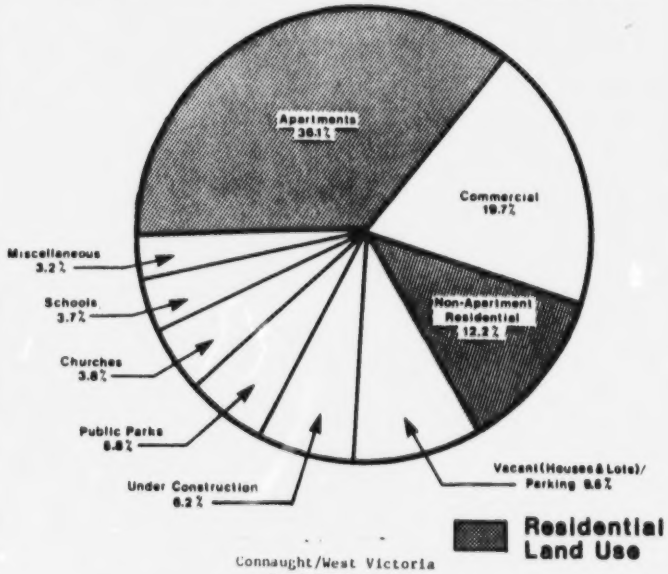
- o apartments as the dominant form of residential dwellings;
- o that this is the only community in the City designated primarily as an RM-7 Residential High Density area;
- o a very large 20-29 year old population;
- o a larger proportion of senior citizens than the City average;
- o a ten year trend of declining household sizes;
- o a significant pressure for redevelopment of remaining low density residences.

Age/Sex Pyramid
Population
Household Size

Total Dwelling Units by Type 1971-1980

Fig. 9

EXISTING LAND USE DISTRIBUTION



Connaught/West Victoria
Land Use By Area

Total Gross Area - 110.0 ha (271.8 acres)
Total Net Area - 71.0 ha (175.8 acres)
Net Density - 158 people per net hectare (64 people per net acre)

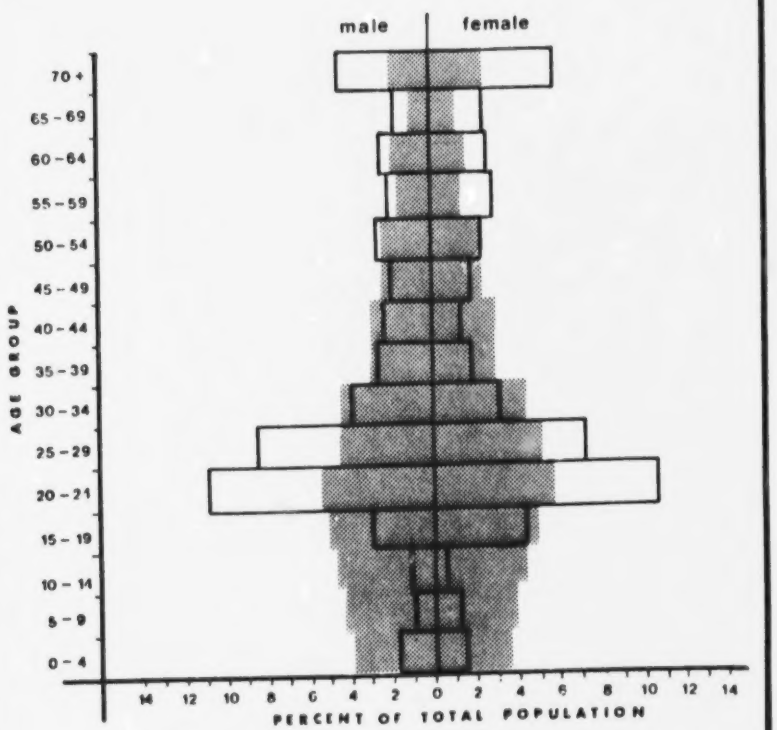
Land Use	Net Area Hectares (Acres)		% Total Net Area
Apartments	25.6	(63.3)	36.1
Commercial	14.0	(34.6)	19.7
Non-Apartment Residential	8.7	(21.5)	12.2
Vacant (Houses & Lots)/ Parking	6.7	(16.6)	9.5
Under Construction	4.4	(10.9)	6.2
Public Parks	4.0	(10.1)	5.8
Churches	2.7	(6.7)	3.8
Schools	2.6	(6.4)	3.7
Miscellaneous	2.3	(5.7)	3.2
Total	71.0	(175.8)	100.2*

*Exceeds 100.0% due to rounding of figures.

Age Distribution

The largest age group of people are 20-29 years of age, representing 37% of all people in the study area, compared with 20% of the City's total population for the same age group. Senior Citizens form 14.8% of Connaught/West Victoria's population compared to 6.6% of the City's population. Children (0-14 years of age) form only 7.0% of the community's population, whereas this age group accounts for 25.5% of Calgary's population.

Fig. 10
AGE/SEX PYRAMID*



*SOURCE: 1976 FEDERAL CENSUS

Fig. 11
POPULATION

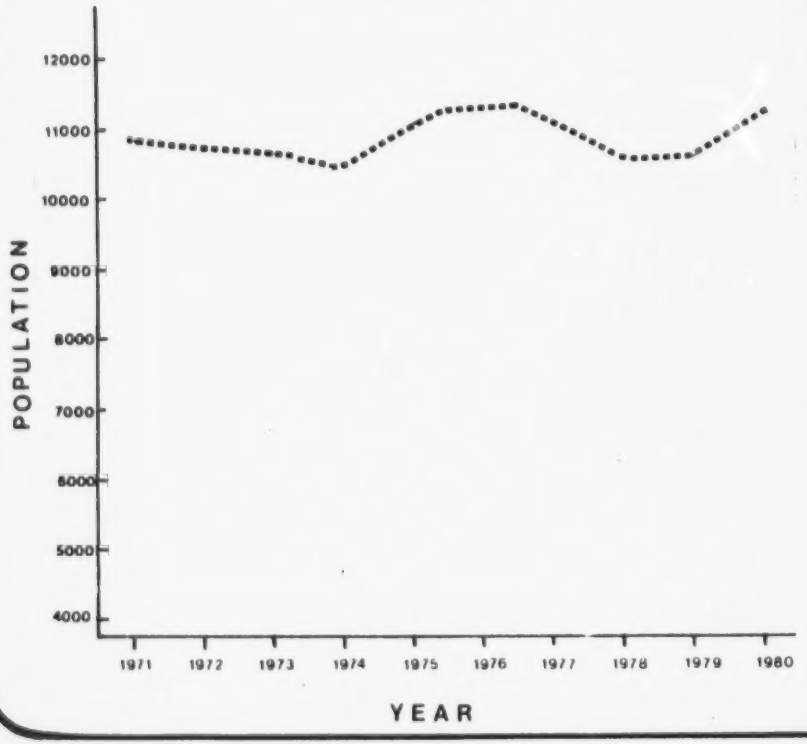
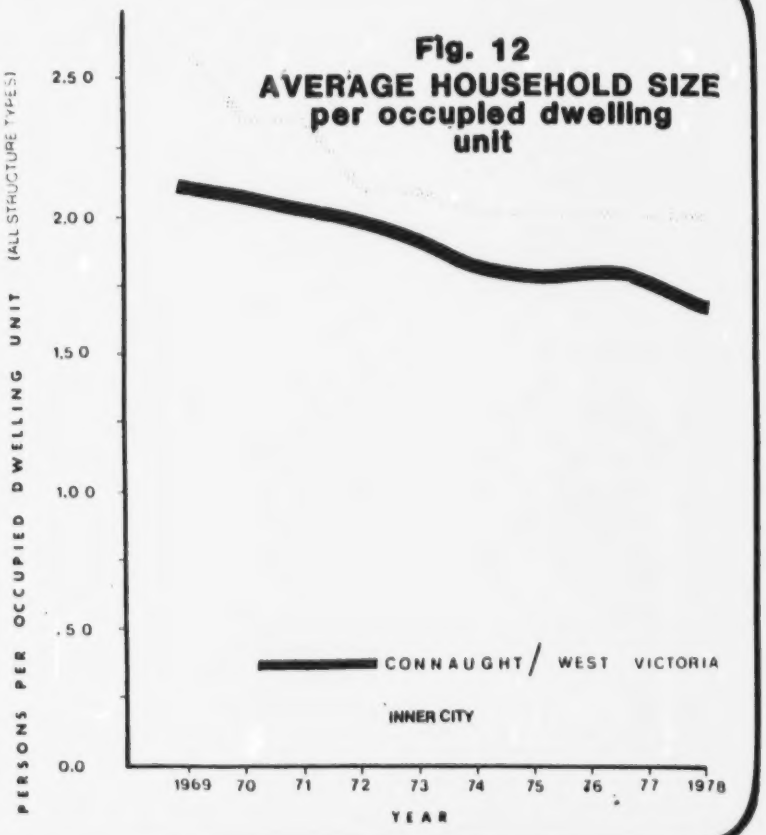


Fig. 12
AVERAGE HOUSEHOLD SIZE
per occupied dwelling unit

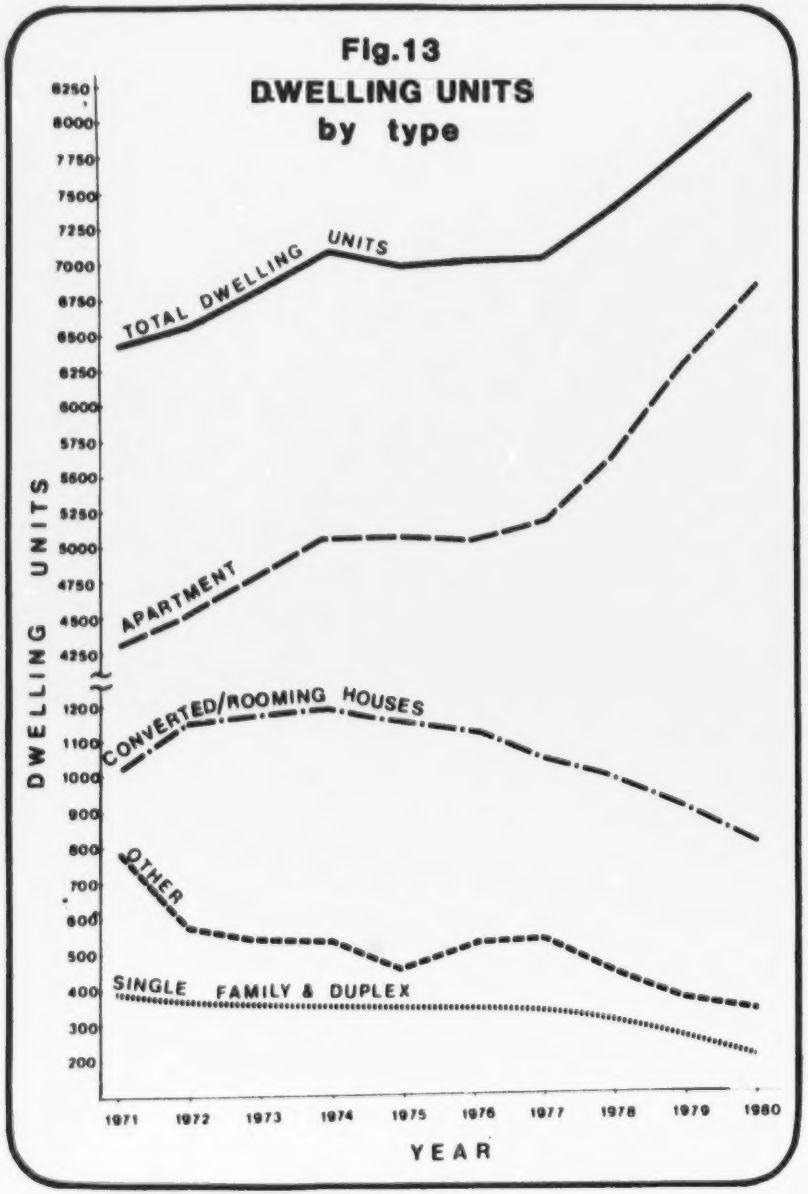


Population Trends

The ten year population trend for the study area has remained fairly constant from 1971 (10,900 people) to 1980 (11,200).

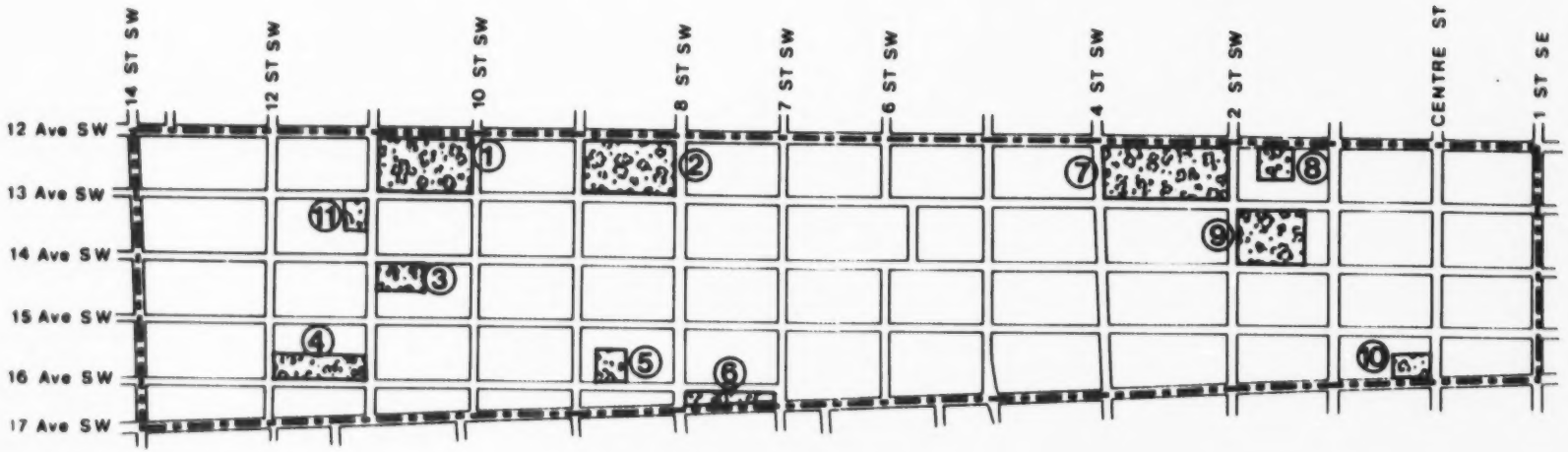
Household Size

The trend to smaller households in the study area is reflective of the general trend the entire city has experienced in the last 10 years. Decreased household size is one explanation for the fact that population in the area has remained fairly stable despite the increased number of dwelling units available.



Number of Dwelling Units

The number of dwelling units increased 26.8% from 1971 (6450 units) to 1980 (8200 units). Virtually all residential units constructed during this time period were apartment dwellings.



THE CITY OF CALGARY
PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 14

100m 0 300'

N

EXISTING OPEN SPACE RECREATION AREAS

SITE		HA.	AC.
1.	Connaught School	1.3	3.2
2.	Dr. Carl Safran School	1.3	3.2
3.	Park*	0.3	0.7
4.	Calgary Lawn Bowling Club*	0.6	1.5
5.	Park*	0.1	0.2
6.	Park*	0.2	0.4
7.	Central Park*	1.8	4.4
8.	Y.W.C.A. Beltline Indoor Pool*	0.2	0.5
9.	Haultain School-Tennis Courts*	1.0	2.4
10.	Humpy Hollow Park*	0.2	0.5
11.	Connaught/Beltline Centre		

*(Public Ownership)

JULY 1983

Home Ownership

Home ownership is normally an important facet in the perception and function of communities. The 1976 Federal Census indicated that of all Single Family/Duplex/Converted Homes remaining in the community, only 10% were owner-occupied. Although recent information is unavailable regarding tenure, the trend towards condominium developments appears to be strengthening as indicated by recent development permit applications.

3.5 EXISTING PUBLIC PARKS

Central Park provides 1.8 ha (4.4 acres) of public park space to the community. This is the only site within the study area officially designated PE for park purposes. Humpy Hollow park at 17th Avenue and Centre Street provides 0.2 ha (.5 acres) of open space. One hectare (2.4 acres) of open space is provided at the Haultain School site. St. Stephen's Park is .3 ha (.67 acres); and park strip on 17th Avenue at 8th Street provides 0.2 ha (44 acres).

School Sites

Two major public school sites are located within the district. Connaught School and Dr. Carl Safran School each occupy one entire city block, accounting for a total of 2.6 ha (6.4 acres) of land. Approximately 200 pupils and 50 pupils are enrolled in the respective elementary schools.

3.6 SOCIAL/COMMUNITY FACILITIES

The Beltline "Y", located on 12th Avenue provides an important recreational facility for many inner city residents. The Red Cross Society has its offices located at 737 - 13th Avenue S.W. The Calgary Women's Emergency Shelter Association operates a residence at 938 - 15th Avenue. The Colonel Belcher Hospital, at 12th Avenue and 4th Street occupies an entire 1.3 ha (3.2 acres) city block. Fifteen church sites occupy 2.7 ha (6.7 acres) in the community.

MAP No. 15

CONNAUGHT/ WEST VICTORIA ARP

TITLE REGIONAL ACTIVITY CENTRES

LEGEND

DATE JULY 1983

THE CITY OF CALGARY
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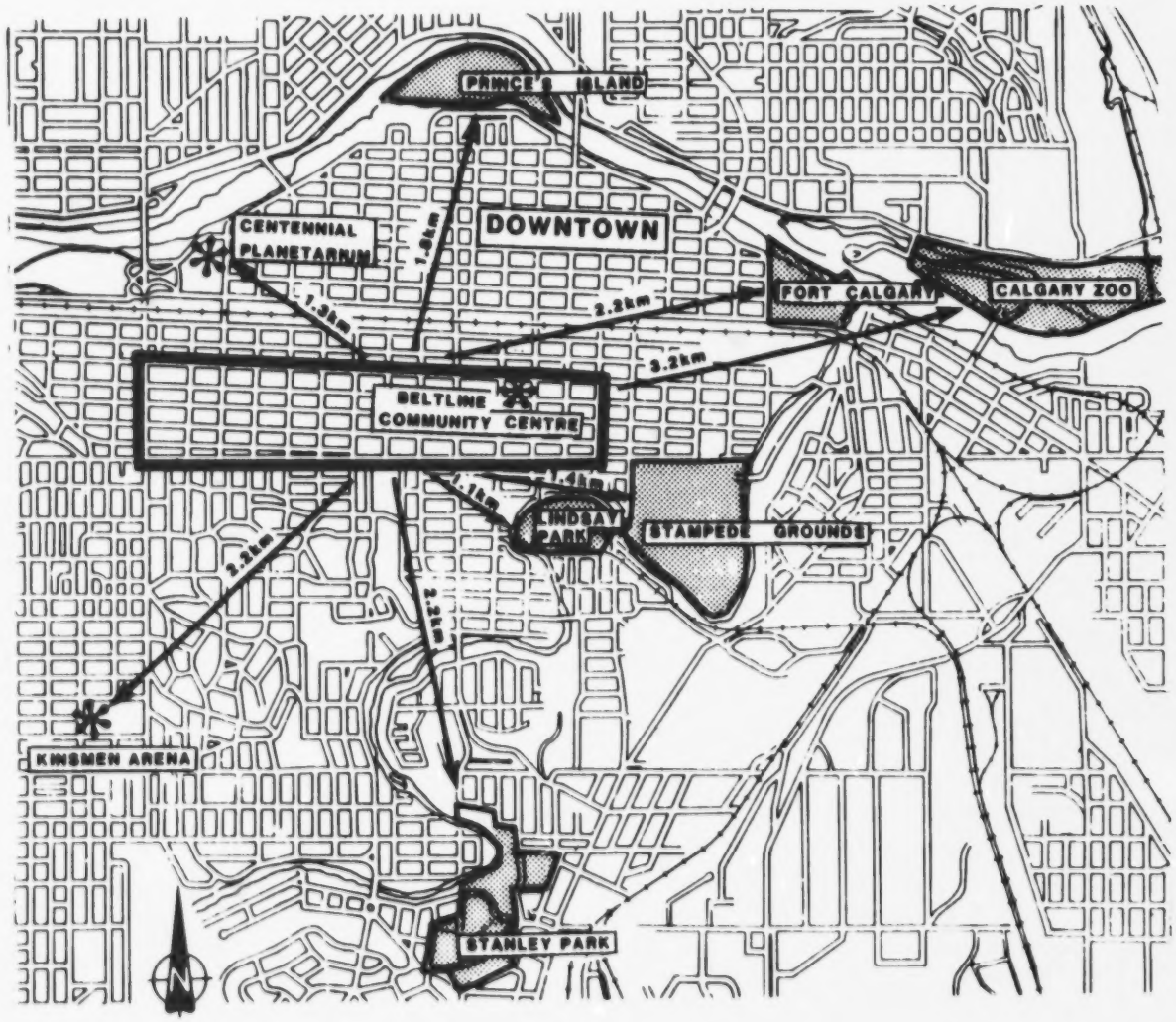


3.7 POTENTIAL HERITAGE SITES

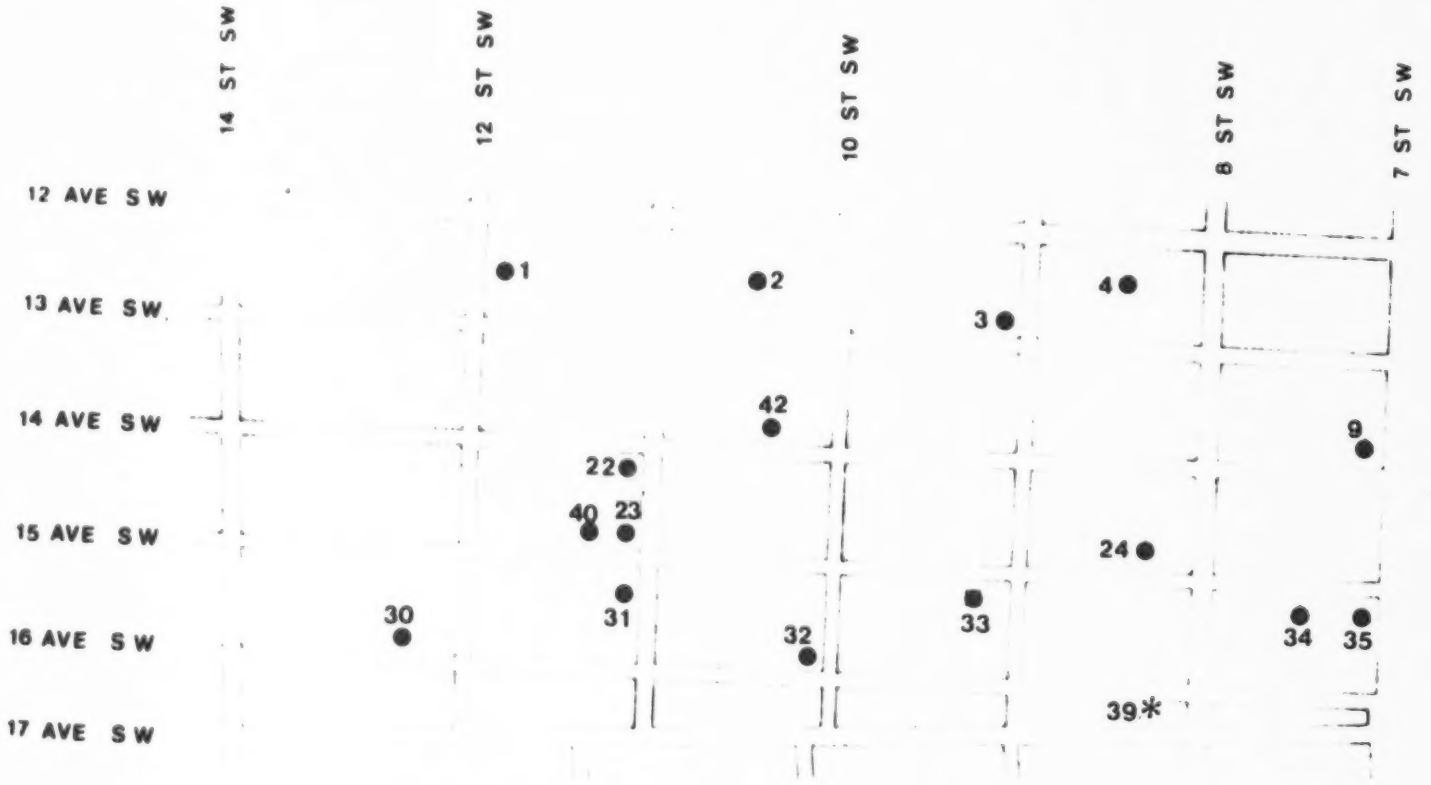
An inventory and evaluation is being conducted to determine the appropriate Heritage status of the following sites. The list shown in Figure 16 is subject to revision.

*Demolished as of June 1982.

**Provincially Designated Historical Sites

Fig. 16 POTENTIAL HERITAGE SITES

	Year	Site	Address
1.	1913	First Congregational Church	1212 - 12 Ave. S.W.
2.	1910	Connaught School	1121 - 12 Ave. S.W.
3.	1912	Ashley Square	1213 - 9 St. S.W.
4.	1907	Dr. Carl Safran School	920 - 13 Ave. S.W.
5.	1916	Ranchman's Club	1211 - 6 St. S.W.
6.	1911	Memorial Park Library**	1221 - 2 St. S.W.
7.	1905	YWCA (Old)**	223 - 12 Ave. S.W.
8.	1910	Edge Block	1201 - 1 St. S.W.
9.	1911	Wesley United Church	1315 - 7 St. S.W.
10.	1907	The Villa*	737 - 13 Ave. S.W.
11.	1911	Congress Apartments	725 - 13 Ave. S.W.
12.	1912	Moxam Apartments	721 - 13 Ave. S.W.
13.	1891	J. Lougheed Residence**	707 - 13 Ave. S.W.
14.	1911	Dufferin Lodge	517 - 13 Ave. S.W.
15.	1911	First Baptist Church	1311 - 4 St. S.W.
16.	1912	First Baptist Manse	1311 - 4 St. S.W.
17.	1911	Hester Apartments	1306 - 4 St. S.W.
18.	1907	Haultain School**	225 - 13 Ave. S.W.
19.	1911	Underwood Block	1311 - 1 St. S.W.
20.	1909	Findlay Apartments	1324 - 1 St. S.W.
21.	1928	First Church of the Nazarene	116 - 14 Ave. S.W.
22.	1912	Chiddick Block	1407A - 11 St. S.W.
23.	1912	Bridgen Block	1413 - 11 St. S.W.
24.	1914	Sandringham Apartments	914 - 15 Ave. S.W.
25.	-	Sills Apartments*	633 - 14 Ave. S.W.
26.	1902	Crandall House*	326 - 15 Ave. S.W.
27.	1911	Alexandra Terrace	1401 - 2 St. S.W.
28.	1910	Rossmore Apartments	1413 - 2 St. S.W.
29.	1908	Healy Apartments	1411 Centre St. S.
30.	1908	Cornell Apartments*	1314 - 16 Ave. S.W.
31.	1910	Marion Apartments	1501 - 11 St. S.W.
32.	1912	Nelson Apartments	1104 - 16 Ave. S.W.
33.	1913	Grace Presbyterian Church	1009 - 15 Ave. S.W.
34.	1913	Huntley Apartments	817 - 15 Ave. S.W.
35.	1910	Nellie McClung House**	803 - 15 Ave. S.W.
36.	1913	Heath Block	615 - 15 Ave. S.W.
37.	1912	Bryant Apartments	520 - 17 Ave. S.W.
38.	1912	Powell Block	117 - 15 Ave. S.E.
39.	1911	Devenish Apartments**	908 - 17 Ave. S.W.
40.	1912	Norwood Apartments	1208 - 15 Ave. S.W.
41.	1910	Birkenshire - Chapin Residence	621 - 13 Ave. S.W.
42.	1910	West End Telephone Substation	1010 - 14 Ave. S.W.
43.	1928	Masonic Temple	330 - 15 Ave. S.W.
44.	1937	Jacques Funeral Home	240 - 17 Ave. S.W.
45.	1933	Model Milk Co.	308 - 17 Ave. S.W.
46.	1912	Canadian Imperial Bank of Commerce	1202 - 1 St. S.W.
47.	1923	Radio Block	1215 - 1 St. S.W.
48.	1926	R.H. Williams	1411 - 1 St. S.W.
49.	-	McInnis Holloway	1503 - 4 St. S.W.



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PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 17

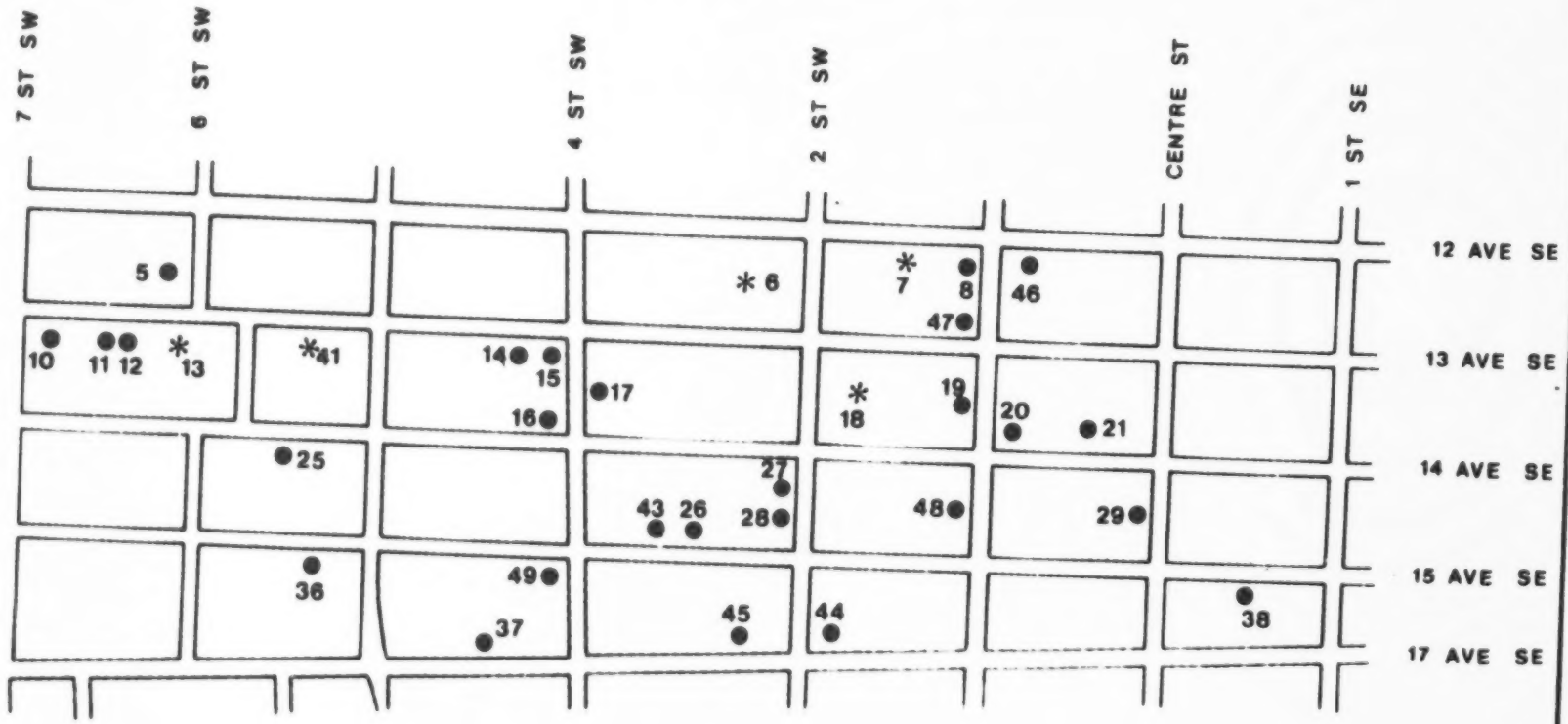
100m 0 100

N

POTENTIAL HERITAGE SITES

- ● Potential Heritage Sites
- * Provincially Designated Historical Site

JULY 1983


7 ST SW
6 ST SW
4 ST SW
2 ST SW
CENTRE ST
1 ST SE
12 AVE SE
13 AVE SE
14 AVE SE
15 AVE SE
17 AVE SE
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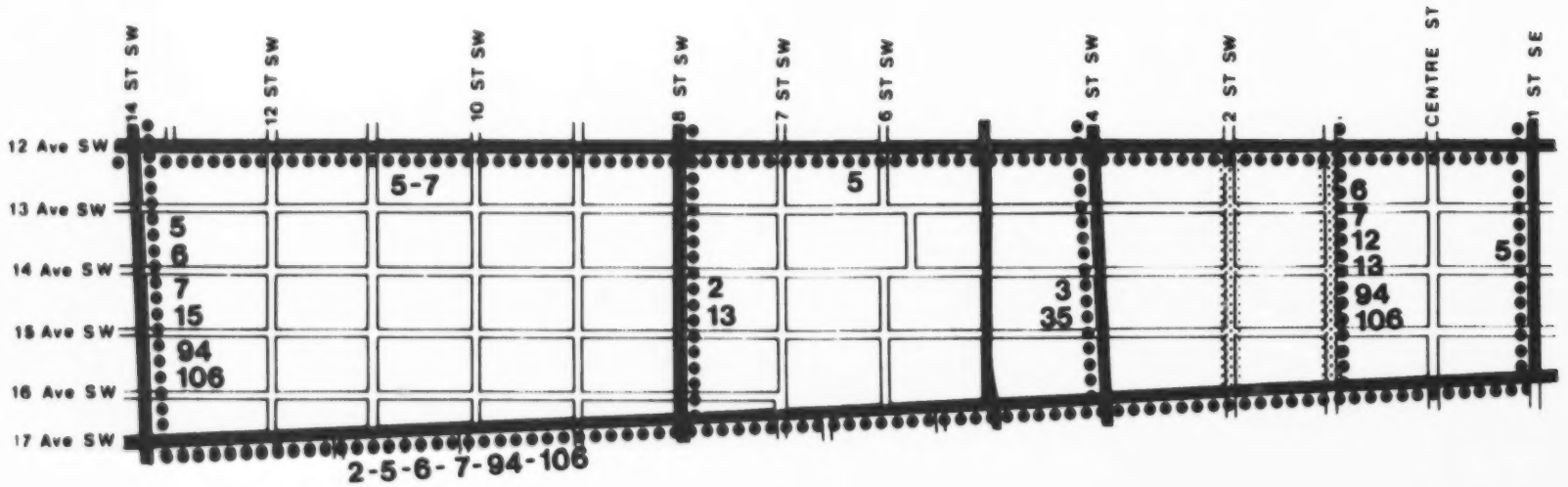

THE CITY OF CALGARY
PLANNING DEPARTMENT

CONNAUGHT/ WEST VICTORIA ARP

Fig. 18

100m 0 300

N

EXISTING TRANSPORTATION SYSTEM

Primary Road
Secondary Road
2-5 Bus Routes

JULY 1983

3.8 EXISTING TRANSPORTATION SYSTEM

Roads

The Study area is bounded by Primary Thoroughfares: (14th Street, 1st Street E., 12th Avenue, and 17th Avenue). 4th, 5th and 8th Streets are also classified as primary thoroughfares. The only Secondary Thoroughfares are 1st and 2nd Streets W. All other streets are classified as local streets.

Transit

Six different bus routes serve the community. As shown in Figure 12, these include:

- #2 Mount Pleasant - Killarney
- #7 South Calgary
- #12 Parkhill
- #15 14th Street - Crosstown
- #35 Sunalta
- #53 Centre St. N. - Heritage Drive S.

4. CHRONOLOGY OF MAJOR EVENTS - PUBLIC PARTICIPATION PROGRAM

- November 21, 22 and 27 1981
  4th Street Public Open House

- April 30, 1981
  Notification Letter to all landowners, merchants and residents announcing commencement of A.R.P., also requesting nomination for community planning advisory committee.

- June 1981
  A Community Planning Advisory Committee was struck, composed of 12 interested citizens.

- Community Planning Advisory Committee Meetings
  July 23, 1981
  July 30, 1981
  August 27, 1981
  September 30, 1981
  October 15, 1981
  October 22, 1981
  October 28, 1981

- November 14, 1981
  17th Avenue Public Open House

- November 18, 1981
  Community Planning Advisory Committee Meeting

- November 18, 1981
  17th Avenue Open House for merchants and landowners

- June, 1982
  "Draft" A.R.P. released for public circulation until August 1982.

- June, 1982
  Open houses were held at Western Canada High School to give the public the opportunity to comment on the "draft" Plan proposals. Approximately 125 people attended these open houses.

- July 8, 1982
  C.P.A.C. meeting

- At close of circulation period, meeting with development industry representatives e.g. HUDAC, UDI and BOMA, to review "Draft" Plan.

- In August of 1982, a brochure and questionnaire regarding the proposed Public Improvements Program for 17th Avenue was mailed to registered property owners, and distributed to merchants and business on 17th Avenue. Approximately 300 brochures were distributed in the 17th Avenue study area, with 65 being returned with comments.

- November 24, 1982

  Public Hearing at City Council for the Connaught/West Victoria A.R.P.

- April 25, 1983

  First reading of the A.R.P. by-law approved. Council directs administration to initiate land use redesignations.

- May 11, 1983

  Calgary Planning Commission recommends to Council that City-initiated land use redesignations be approved.

- June 13, 1983

  City Council approves land use redesignations.

- July 25, 1983

  Second and third reading of A.R.P. by-law.

5. COMMUNITY RESPONSE

The following is the response of the Connaught (Beltline) Community Association to the proposed Area Redevelopment Plan for Connaught/Victoria Park West (sic):

SUMMARY

1. Residential Policy

   i. maintain existing RM-7 land use classification;

   ii. corner parks should not, automatically, result in a density bonus; DC land use reclassification should be reviewed and supported based on merit of project;

   iii. conversion of residential buildings to offices should be restricted and controlled through DC reclassifications.

2. Commercial Policy

   i. maintain existing land use classifications in all areas except 17 Avenue S.W., 1 Street S.W. and within the Stampede L.R.T. Station zone.

3. Parks, Schools and Public Improvements

   i. upgrade existing parks; move some existing parks;

   ii. increase public accessibility to school grounds; upgrade facilities;

   iii. develop new parks through DC residential policy;

   iv. promote residential oriented public improvements; improvements should be made a condition of development.

4. Traffic and Parking Policy

   i. reexamine existing transportation policy; discourage traffic flow, volumes and speeds on residential streets;

   ii. discourage non-resident parking on residential streets and avenues.

DETAILED SUMMARY

1. Residential Policy

The Connaught (Beltline) Community Association has been a strong force in the positive improvements to the general residential character of Connaught through the Association's continued pressure and negotiations with developers and architects.

Pedestrian areas (landscaping and front yard and deck treatment), as well as visual relief have been top priorities in the Association's negotiations.

Increased and more useful amenity areas, both public and private and the incorporation of small parks within developments have been the result of the Association's efforts.

We consider the current civic process for new projects to be our foundation for strength in negotiating new projects. Our access to City Council and the Development Appeal Board and the Association's support and involvement in DC reclassifications has obligated developers to consider, and most often incorporate, the Association's requests into their proposed projects.

Rather than provide a "residential density bonus", we believe the current DC land use classification is satisfactory in the Association's pursuit for increased and quality amenities and space and visual relief.

The Association feels, therefore, that the codification of proposed A.R.P. recommendations relating to amenity space and density bonusing be abandoned or at least modified such that community association consultation and approval are included in the development process.

The Association supports the proposed A.R.P.'s recommendations relating to "office conversions".

The Association would like Council to consider including "air rights" in the A.R.P. This would help save older, renovatable buildings by allowing an owner to sell any excess density. The owner would be provided capital to complete appropriate renovations, thus keeping a mix of building heights and styles in the community. The transferred rights could then be applied to RM-7 or DC projects providing community and City requirements are met.

2. Commercial Policy

We support the recommendations in the proposed A.R.P. for commercial land use designations and public improvements. Relatively low density commercial projects will be the most compatable with the residential component of the community, as well as the lower density communities adjacent to Connaught/Victoria West.

3. Parks, Schools and Public Improvements

The significant lack of available open space in Connaught given the community's population and tax base has been and continues to be of prime concern to the Association. The lack of public land has caused the Association to deal with the problem in a number of ways:

i. negotiating with developers to expand open areas in both residential and commercial projects;

ii. expanding publicly accessible areas in projects;

iii. attempting to gain more accessibility to school grounds;

The Association proposes the City of Calgary direct some of its energy to improving and expanding the present stock of city owned parks in the community by:

i. upgrading each park emphasizing the specific needs of the area where the park is located;

ii. including a redevelopment levy for the purchase of new land and/or upgrading existing parks;

iii. relocating under-utilized parks to areas needing open space; this can be accomplished through land swaps, as well as direct purchase;

iv. make public improvements outlined in the proposed A.R.P. an immediate priority.

4. Parking and Traffic

Highest on the list of immediate concerns of the Association and area residents is the dual problem of parking and traffic.

Due to Connaught's proximity to the downtown, Connaught/Victoria Park West has become a low cost parking lot for many downtown workers. This has contributed to a significant traffic and on-street parking problem. The Association recommends increased fines and stricter enforcement of parking policies already in force.

The Association feels shortcutting through residential neighbourhoods should be discouraged. The Association recommends:

i. narrowing of residential streets and avenues at intersections;

ii. increasing the number of four-way stops or alternating two-way stops;

iii. erecting barriers that will prevent easy cut through;

iv. closing streets where appropriate (13 and 6 Streets S.W. in particular);

v. eliminating right hand turns off 12 Avenue S.W. and left hand turns off 11 Avenue S.W. onto 6, 7, 9, 10, 12 and 13 Streets S.W.

Parking must remain available on 17 Avenue S.W. The Association would like to see 24 hours along both sides of 17 Avenue. This will provide a buffer for pedestrians, a barrier that will slow down rush hour traffic and also result in increased parking for merchants along 17 Avenue, relieving the pressure for parking on residential streets.

Generally, the proposed A.R.P. is disappointing in that it lacks creativity. The A.R.P. essentially identifies existing conditions and only coifies that which the Association has been using in its negotiations with members of the development industry. It is not, therefore in view of the Association, a planning document for the future.

6. FINANCIAL CONSIDERATIONS

The following is a description and cost estimate for all Public Improvements proposed in the Area Redevelopment Plan. The estimates are in 1982 dollars.

1st Street and 4th Street

Public Improvements would include brick edge treatment between the curb and sidewalk, street trees, and pedestrian scale lighting.

5th Street

Public Improvements would include 4 seating nodes and brick paving strips every 7.5 m (25') running across the sidewalk, perpendicular to the curb.

8th Street

Public Improvements would include 6 seating nodes with brick paving strips running across the sidewalk every 7.5 m.

17th Avenue

17th Avenue is recommended for the more comprehensive set of public improvements, which will include new sidewalks, where warranted, street trees and planters, pedestrian scale street lighting, and in selected areas, coordinated benches, litter bins, kiosks, bollards and signage.

Fig. 20

17TH AVENUE PUBLIC IMPROVEMENTS		
ITEMIZED BY	ITEM	COST 1982
Community	Lower Mount Royal Cliff Bungalow Mission Connaught/West Victoria	$766,000 $317,670 $494,090 $1,595,020
Phase of Construction	Phase I Phase II	$2,274,730 $898,050
TOTAL		$3,172,785
Lineal Foot of Improvement	Total Costs 50% Share Assessment Charge	$220 $110 $17

Fig. 19

CONNAUGHT/WEST VICTORIA PUBLIC IMPROVEMENTS			
TASK	PRIMARY RESPONSIBILITY	TIME FRAME	COST* (1982 $)
1. 17th Avenue S. Phase I (14 St. - 4 St.) Phase II (4 St. - 1 St. E.)	Engineering and Planning	1983-1985	1,104,000 491,000
2. 1 St. W. 3. 4 St. W. 4. 5 St. W. 5. 8 St. W.	Engineering and Planning Engineering and Planning Engineering and Planning Engineering and Planning	Within one year of Plan's approval (design only)	600,000 630,000 53,000 67,000
6. Tompkins Park Upgrading	Parks/Recreation	1983-1984	To be determined
7. Humpy Hollow Park Upgrading	Parks Recreation	1983-1984	To be determined
8. 16th Ave. Park (11-12 Streets) Master Plan	Parks/Recreation	1983-1987	To be determined
9. 6th St. Park	Parks/Recreation	1983-1987	To be determined
10. Parking Improvement Areas	Transportation and Engineering	1983-1985	To be determined
		TOTAL	$2,945,000

* Includes 20% contingency